Weather

Mild and changeable weather. The maximum temperature yesterday was 80.6 and the minimum 52.0, the figures for the corresponding day last year being 63.9 and 51.0.

The China Press
大陸報

The Mail Box

MAILS for America-Europe, Str. Tenyo Maru, today; Ord. 1 p.m.
FOR Europe and way ports, Str. Porthos, Nov. 7.
FROM America and Europe, Str. Empress of Japan, Nov. 1.
FROM Europe and way ports, Str. Dilwara, Nov. 6.

NO. 2832 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 庚申年九月二十日 SHANGHAI, SUNDAY, OCTOBER 31, 1920 大正四年第三種郵便物認可 20 CENTS

Election Is Ordered By Peking Government In Hope Of Bringing Peace

Two Mandates Issued At Capital As Result Of Li Shun's Act In Taking His Life

(*Reuter's Pacific Service*)

Peking, Oct. 30.—Two Mandates were issued this afternoon regarding the union of North and South and the election of a new Parliament, while it is further officially stated that negotiations are proceeding satisfactorily with the Yunnan authorities.

The first Mandate reads as follows:

"General Li Shun committed suicide because the union of North and South had not been effected. Tsen Chun-hsuan has telegraphed to the Central Government saying that the whole country favors peace. He therefore has decided to retire immediately, and the archives of the Military Government are being sent to Peking.

UNION IS SOUGHT

"He has also circularised the six independent Provinces requesting the cancellation of their independence, in order that full authority may be taken over by the Central Government and union effected, so as to save the country from ruin. Tsen Chun-hsuan also hopes that a National Assembly will be elected in accordance with law.

"The Chinese Government has also received telegrams from Lu Yung-ting, Tuchun of Kwangsi, and Lin Pao-yi, Admiral commanding the Chinese fleet at Canton, to the same effect."

The mandate goes on to say that the Central Government has long wished for peace in China, and is desirous to benefit the country in any possible way. It has therefore decided "to act in accordance with popular opinion and work for an early settlement."

PARLIAMENT CALLED

The Cabinet and various Departments concerned are ordered by this mandate "to consult with the civil and military authorities in those Provinces, to the end that all necessary measures of reorganisation may be promptly and properly carried out."

The second Mandate is as follows:

"Peace and union are now being effected, though reorganisation has not yet been carried out. The National Assembly represents the whole country and is a factor of great importance. It is therefore hereby ordered that the two Houses of Parliament shall be elected afresh, and the Ministry of the Interior is hereby instructed to supervise the election of two new houses, in accordance with the Law of August 10, 1912."

Smuts Sees Need Of Non-Racial Party For Union

(*Reuter's Service*)

Bloemfontein, Oct. 27.—The Prime Minister of the Union, Gen. J. C. Smuts, delivered a notable speech at the annual congress of the South African party, held here. The speech threw considerable light on the present conditions and future political prospects of the Union.

Gen. Smuts pointed out that Gen. Hertzog's supporters, who style themselves the National party, had become a Republican party, whose chief aim was secession from the British Commonwealth.

The Premier emphasised that South Africa had not been interfered with by England, but had attained a higher status, which secession must destroy, apart from the fact that it would separate the two white races in the Union.

He declared that South Africa's greatest need was the formation of a non-racial party to guide the country through the present critical times.

Russia Food Crisis Reported By Lenin

(*Reuter's Service*)

London, Oct. 28.—News from Russia indicates that the shortage of foodstuffs is growing in seriousness. Lenin, writing in the "Pravda," states that the Republic has never experienced such a difficult food crisis.

The Bolsheviks are enforcing a rigorous state of siege in Moscow in fear of a counter-revolution, owing to the resistance of the peasants to the requisitioning of food supplies.

BRITISH CHAMBERS TO HOLD MEETINGS HERE THIS WEEK

Second Annual Conference In Three-Days' Session At Shanghai Beginning Wednesday

Representatives of British Chambers of Commerce in China and Hongkong will attend the second annual conference which will take place here from Wednesday to Saturday at the British Supreme Court. Mr. R. H. Clive, British Charge d'Affaires at Peking, is to preside and other distinguished visitors expected include:

Vice-Admiral Sir Alexander Duff, K.C.B., Mr. Archibald Rose, C.I.E., Commercial Secretary to Legation, Mr. E. F. Crowe, Commercial Counsellor of the Embassy at Tokio, Mr. Edgar Jamieson, Commercial Secretary to Legation, Hongkong, and Mr. J. T. Pratt, C.M.G., Consul-General at Tsinanfu.

VARIETY OF TOPICS

Many subjects will be discussed, including the Russian and German Concessions at Hankow and Tientsin; railways and railway standardisation; Crown leases at Hankow, Tientsin and Canton; the mail service; pilferage of goods in transit; the term "shipment;" aids to navigation on the China coast; the Consortium; copyright laws in China; the trade in opium and morphia; currency reform, British educational and medical mission work in China and conservancy of Yangtsze.

CHARGE TO PRESIDE

Mr. R. H. Clive is to preside over the first session on Wednesday morning and on Wednesday evening the British Charge d'Affaires, Vice Admiral Sir Alexander Duff and the delegates and visitors will be guests of the Shanghai Chamber at a dinner to be given at the Shanghai Club.

Among the delegates who are to attend the conference are Messrs. P. H. Hoiyoak and John Johnstone of Hongkong; Mr. M. E. Weatherall of Peking; Messrs. J. R. Harper, K. Mounsey and E. W. Carter of Tientsin; Messrs. F. C. Butcher and O. Eager of Canton; Mr. Baker of Foochow; Messrs. J. W. Burtwell, C. A. Fraser and W. A. E. Marker of Hankow; Mr. W. E. Railton of Chefoo, and J. L. Bowker of Tsinanfu. Changsha is to be represented by Commander Mulock.

Notables Fly To London From Paris

(*Reuter's Service*)

Paris, October 29.—General Storrs, the Military Governor of Jerusalem, and Prince Habib Lotfallah, envoy of King Hussein, left Paris this morning by aeroplane for London.

Body Of Lord Mayor To Be Taken Direct To Cork

(*Reuter's Service*)

London, Oct. 28.—The removal of the remains of Lord Mayor MacSwiney from Brixton Prison to St. George's Cathedral, Southwark, was marked by impressive scenes.

The motor-hearse bearing the body was met at the prison doors by representatives of Dail Eireann and Irish corporations.

The sightseers maintained a reverential attitude. A great crowd had gathered outside the Cathedral to await the cortege.

Here the coffin was received by the clergy and lodged on a catafalque.

After a service thousands of people streamed past the coffin to take a last look at the face, which was covered only by a glass panel.

The Government has forbidden the landing of Mr. MacSwiney's remains at Dublin, and is providing a special steamer to convey them to Cork.

Paris, October 29.—Thirty thousand London Irishmen yesterday filed past the coffin of the Lord Mayor of Cork in Southwark Cathedral, and afterwards accompanied the hearse to Euston free nation.

New York, Oct. 29.—The London correspondent of the Associated Press telegraphs: A pontifical requiem mass was celebrated at Southwark Cathedral today for the late Lord Mayor of Cork.

Representatives of the British Parliamentary Labor Party and of various Irish organisations attended the mass.

Thousands of people thronged the Cathedral. Mr. MacSwiney's wife collapsed and was unable to take part in the service or to accompany the body to Ireland.

POLICE HELD UP

London, Oct. 28.—A remarkable affair is reported from Scotland. It appears that two policemen who were on duty at two o'clock in the morning, at Bothwell, on the Clyde, during a dense fog, surprised a gathering of about a score of men armed with bayonets and pistols.

The police asked what they were doing, whereupon a man ordered the "hands up." When this order was not complied with shots were fired, and one of the policemen was seriously wounded. The other escaped. The men then dispersed, but some arrests have been made.

The outrage is attributed locally to the Sinn Fein movement.

Jiggs And Maggie Are Coming Here For Race Week

Mr. and Mrs. Jiggs and their daughter, Norah, of New York City are expected to arrive at Shanghai a week from tomorrow to attend the annual Fall meeting of the Shanghai Race Club. The Jiggs family are to be guests of Messrs. Pathe Orient and while in Shanghai will stop at the Apollo.

It will be the first trip of the New York society people to the Far East although they are well known here, line drawings of them having been introduced to thousands throughout China through the medium of THE CHINA PRESS, which has for several years published the famous cartoons drawn by George McManus.

Yes, we are going to see moving pictures of the famous trio—not movie cartoons, but two-reel films, with live movie actors and actresses, a plot, riotous comedy—nevervthing.

It will be the first appearance here on the screen of Jiggs, Maggie and Norah, the three now-famous characters who unite to make "Bringing Up Father" the pre-eminent feature of 400 newspapers read by 12,000,000 of people throughout the world.

Three of America's foremost movie stars are featured in the film adaptation of Mc. Manus' cartoon. Johnny Ray will play "Father," beautiful Laura LaPlante is to appear in the part of "Norah," and "Maggie's" wicked rolling pin will be wielded by Margaret Fitzroy, another Pathe star.

The first in the series of "Bringing Up Father" films, called "Jiggs and the Social Lion," will be screened at the Apollo Theater for four nights beginning Monday, November 8.

Watch The China Press for a special announcement in this connection.

PAINLEVE TELLS OF RESULTS HE OBTAINED HERE

Cause Of Education Greatly Advanced By Visit To The Orient

(*Reuter's Service*)

Paris, October 29.—M. Paul Painleve arrived at Marseilles yesterday morning on board the Paul Lecat. The following are the practical results of his mission, according to the Excelsior:

(1). The inclusion in the Chinese budget of a grant of 100,000 francs for the Institut des Hautes Etudes Chinoises in Paris;

(2). The creation in a great center, probably Peking, of a French University with an annual grant of 500,000 francs from the Chinese Government, provided the French Government votes an equal amount;

(3). The reproduction of the immense collection of Chinese classical literature, which comprises more than 250,000 volumes.

(4). The Chinese University organisation at Lyons will be developed, thanks to an annual grant of 150,000 francs from South China.

CANADA BALKS AT INVASION BY JAPANESE

Proposed Colonisation Of Northern Ontario Is Cause Of Agitation

PROTEST BY PRESS

Too Many Orientals On Pacific Slope Now Is Papers' View

(*Reuter's Service*)

London, October 26.—The Toronto correspondent of the Times telegraphs as follows:

"It is stated here that the Japanese are planning to establish pioneer settlements in Northern Ontario, which a prominent Japanese, formerly connected with the Japanese Legation in America, is now visiting. He has refused to answer questions as to whether he is acting for Japanese colonisation companies, such as those which established settlements in Brazil and Mexico.

TORONTO VOICES PROTEST

"The Toronto Globe vigorously protests against the general admission of Asiatic immigrants. It says there are enough oriental families on the Pacific slope at present to produce a population of over two millions within a century at the present rate of increase, and contends that the 'yellow peril' is enough as it is without adding to it indefinitely by the introduction of Japanese farm laborers."

WINNIPEG ADDS OBJECTIONS

The Winnipeg Tribune calls attention to the apparent determination of the Japanese to establish settlements on the Pacific coast of Canada and the United States. It says:

"Japan's urgent insistence upon the right to send her people where she pleases is a policy full of danger. It is probably time to ask Japan whether the reason of this is that the Elder statesmen are convinced that Japan can retain her medieval absolutism only by invading lands where the way has been made smooth for Japanese who have not yet acquired the pioneer spirit."

CONSTANTINE TO ACCEPT TERMS MADE BY GREECE

Admiral Coundouriotis Is Elected Regent By National Chamber

(*Reuter's Service*)

Paris, October 29.—According to the Eclair it appears from the latest news from Lucerne and Athens that ex-King Constantine will very probably accept the conditions laid down by the Hellenic Government with regard to the accession of Prince Paul to the throne of Greece.

The armored cruiser, Waldeck Rousseau, flying the flag of Rear-Admiral Dumesnil, sailed on October 27 from Constantinople for the Piraeus. She will represent the French navy on the occasion of the funeral of the King of Greece.

Athens, October 29.—The Greek Chamber has elected Admiral Coundouriotis Regent by 137 votes to 3.

Coolidge Campaign Closed In New York With Rally Parade

(*Reuter's Service*)

New York, October 29.—A torch-light parade on Fifth Avenue tonight closed Governor Coolidge's campaign day. Seventy-six thousand persons marched in the procession and 150,000 were present.

Cleveland, Ohio, October 29.—Senator Harding is resting and has deferred speaking tonight. His voice is exceptionally good as he has now got rid of his cold.

Hungary Given To November 15 For Treaty Signature

(*Reuter's Service*)

Paris, October 29.—The French press announces that the French, British and Italian representatives have handed to the Hungarian Government a note, under the terms of which the period, within which the treaty must be ratified, is prolonged until November 15. This period must not be exceeded.

SETTLEMENT AT CANTON PERILED AS FIGHT RAGES

Kwangsi And Kwangtung Troops In Severe Clash At Fati, Opposite Shameen

BRITON IS WOUNDED

General Mu Yung-hsien Is Reported To Be Hiding In Japan Consulate

(*Reuter's Pacific Service*)

Hongkong, Oct. 30.—There was fighting all yesterday morning at Fati, opposite Shameen the foreign settlement at Canton. Airplanes flew over the city and stray bullets frequently whistled over the heads of the people in Shameen.

One shell burst in Messrs. Reiss and Company's compound and a splinter from it struck the ankle of a British employee, but without inflicting material injury.

According to an unconfirmed rumor, General Mu Yung-hsien is taking shelter in the Japanese Consulate.

With the escape of General Mu Yung-hsing, the only pillar left in the "Kwangsi Hall of Fame" the collapse of the Tsen administration in Kwangtung is complete.

From other sources, it is learned that General Chen Chiungming, the victorious Cantonese general, entered the city of Canton yesterday at the head of 20,000 Cantonese troops.

Kwangsi troops began their evacuation of the city on Thursday. On Friday, only a handful of forces were left and the flag of truce was hoisted.

General Chen entered as a conqueror. Firecrackers were set off and bands playing in general celebration of the success for the campaign for "Cantonese for Canton."

These reports compare most interestingly with the statement given to THE CHINA PRESS by Mr. Wen Tsen-yao, who returned to Shanghai Friday from Canton after the dissolution of the Canton Military Government.

PLEBISCITE IS CALL FOR POLES AND LITHUANIA

Council Of League Asks For Answer To Proposal Within Ten Days

(*Reuter's Service*)

Brussels, Oct. 28.—The Council of the League of Nations, in its effort to settle the dispute between Poland and Lithuania arising out of the Polish occupation of Vilna, has requested the two Governments concerned to agree to a plebiscite under the control of the League, whereby the inhabitants of the disputed territory will be able to signify whether they wish to belong to Poland or Lithuania, it being stipulated that all troops should be withdrawn during the plebiscite.

The Council requests the Polish and Lithuanian Governments to state whether they agree to this proposal within ten days from today.

PENALTY FOR SCAPA FLOW IS DETERMINED

Germans Ordered To Deliver 275,000 Tons For Sinking Fleet

(*Reuter's Service*)

Paris, October 29.—In consequence of the destruction of the German fleet interned at Scapa Flow, the Council of Ambassadors has decided to demand from Germany:

(1). The immediate delivery of 192,000 tons of port material;

(2). The delivery within 30 months of supplementary tonnage, the amount and nature of which was to be fixed by a commission.

This commission has now fixed these supplementary deliveries at 83,000 tons, comprising floating docks, tugs, etc. Thus the total tonnage to be handed over by Germany will be 275,000 tons.

American General Becomes Knight Of Italy

Major General Leonard Wood was made a grand officer of the Order of St. Maurice and St. Lasarus at the recent celebration of the fiftieth anniversay of the day Rome became the capital of the new and united Italy. The ceremony took place in the huge auditorium of the Municipal Pier in Chicago. The honor was conferred on the General by Colonel Vitterie di Bernezze, who acted in behalf of King Emmanuel.

To Decide On Allocation Of Funds Raised Here In Aid Of Famine Regions

Local Relief Committee Meets Tomorrow To Hear Recommendations; Three-Day Benefit Starts At New World Monday Night

At tomorrow's meeting of the Shanghai Famine Relief Committee the important work of allocating the funds collected here will be considered. The "distribution committee" appointed at last Monday's meeting, it is announced, will make initial recommendations when the members of the relief organisation assemble in the meeting room at the old German club. It is understood that the distribution committee has determined upon an expenditure of approximately $100,000 and that recommendations for disbursements of this amount will be made to the general committee at tomorrow's meeting.

TIENTSIN EXPERT COMING

The members of the general committee are looking forward with a great deal of interest to the report of Mr. C. Y. Sun, of Tientsin, who is expected in Shanghai in time for tomorrow's meeting. Mr. Sun, who is one of the most prominent famine relief workers in China, has been spending a great deal of time recently in Peking, where he has been developing plans for large scale relief work. Mr. Sun has been devoting his efforts to coordinating the work of all the famine relief organisations with a view to centralising the work and doing away with duplication and wasted effort. When he appears before the Shanghai committee tomorrow he will tell what has been accomplished along these lines, for which reason his report is looked forward to with great eagerness.

REPORT TO PRESIDENT

The Shanghai Famine Relief organisation yesterday received a letter from Mr. Sun in which he enclosed a copy of resolutions addressed by the Tientsin International Society for Famine Relief to His Excellency, Hsu Shih-chang, president of China. The resolutions are as follows:

To the President of the Chinese Republic,

Your Excellency.

The officers and members of the Tientsin International Society for Famine Relief beg to call Your Excellency's attention to the following observations with regard to the work of Famine Relief in which they are engaged.

1. In common with other relief agencies, this society in Tientsin feels increasingly the great urgency of the enterprise which must be undertaken if life is to be saved; and especially does the Tientsin Society realise that most careful plans must be started immediately to insure safe and rapid transportation of food material.

Many trains must be despatched every day if the people are to be kept alive when once the frost begins and the present supplies of leaves, clover, etc., on which they are existing, cease.

MORE TRAINS NEEDED

2. We therefore request Your Excellency to instruct the Board of Communications to arrange that the transportation of famine relief goods be attended to as the most urgent service and have priority over all other services.

3. We also request Your Excellency to issue such instructions to local officials as will insure

(Continued on Page 2)

JAPAN DELEGATE TO GIVE LEAGUE DANZIG REPORT

(*Reuter's Service*)

Brussels, October 29.—The Council of the League of Nations, in view of the guarantee which it is called upon to give to the free town of Danzig and considering that it was necessary to make a complete examination of the text of its constitution, has decided to have a report drawn up by the Japanese delegate, assisted by experts. The report will be presented to the council at the League of Nations Assembly at Geneva on November 15 next.

Brussels, October 25.—Colonel Chardigny has left Brussels to carry to Poland and Lithuania the decision of the Council of the League of Nations with regard to the Polish-Lithuanian dispute. The Polish and Lithuanian delegates took advantages of the occasion to express their gratitude for the pacificatory action, exercised by the Council.

SYLVIA PANKHURST IS IMPRISONED FOR SIX MONTHS

(*Reuter's Service*)

London, Oct. 28.—Miss Sylvia Pankhurst was today sentenced to six months imprisonment in the second division on a charge of attempting to cause sedition in the Navy by publishing an article in a Communist newspaper, urging British sailors to form a "Red Navy."

Premier Of France Views Devastation

(*Reuter's Service*)

Paris, October 29.—M. Georges Leygues yesterday paid his first visit to the devastated districts. He was much impressed by the efforts everywhere being made to recommence cultivation. The Premier returned to Paris in the evening.

PROFITS TO REGULATE WAGE SCALE OF MINERS

Terms Of Settlement Are Made Public By Conferees

RAISE PROMISED

Weekly Averages Will Be Taken As Basis Of Payroll

MEN WILL VOTE

Next Tuesday Named As Time To Ratify Agreement

(*Reuter's Service*)

London, Oct. 28.—The terms for the settlement of the coal strike are announced this evening. They provide that the Coal-owners' Association and the Miners' Federation undertake to co-operate to the utmost in order to obtain an increased output. For this purpose district committees and national committees will be established.

Both organisations will immediately prepare a scheme, for submission to the Government not later than March 31 next, for the regulation of wages, having regard to profits, instead of output, as originally proposed.

Pending the preparation of this scheme, wages will be regulated on the following basis:

IMMEDIATE ADVANCE

There will be an immediate advance in wages of a maximum of 2s. per shift. This advance will be automatically adjusted from January 3 next in accordance with the output for the five weeks ending December 18, and similarly adjusted from January 31, and thereafter every month on the output of the preceding month.

The advance is to be adjusted on the basis of the weekly average proceeds from export coal, the amount of export coal being assumed to be the excess over a rate of production of 219,000,000 tons annually.

RESPONSIBILITY DIVIDED

With a view to making the miners and mine-owners equally responsible for the increased output the settlement provides that if the financial return from the increased output fails to reach the level which justifies the 2s. increase in wages, not only shall this increase be proportionately reduced, but the amount of profits now allowed to the mine-owners by law shall also be proportionately reduced.

The miners' ballot for the ratification of the strike settlement has been fixed for next Tuesday, and if the result is favorable, work will probably be resumed on the following Monday, November 8.

The hitch in question was stated by Mr. Barnes, M. P., yesterday evening to be due to the South Wales men.

The Duke of Northumberland yesterday declared that the average miner was ignorant of the forces behind the strike. These forces were known to have a very close connection with the Russian Bolshevists, but the men who engineered the strike took fright when it came to the point. On the other hand, the miner, knowing nothing of the real position, went on. The Duke further asserted that higher wages was not the real object of the strike promoters.

Photographers In Competition For Millerand's Favor

(*Reuter's Service*)

Paris, October 29.—Yesterday at the Elysee 15 representatives of the principal Paris photographers disputed the honor of taking the best photograph of the President. M. Millerand will be the judge of the competition and will choose the negative, which will be reproduced in photogravure and sent to all the Mayories in France.

Northern Colorada Miners On Strike

(*Reuter's Service*)

Denver, October 29.—The miners here have struck for an increase of wages and a working agreement. All the coal mines in Northern Colorado except four are closed on account of the strike.

To Decide On Allocation Of Funds Raised Here In Aid Of Famine Regions

(Continued from Page 1)

safe transit by railway, by water and by road. We especially request that an earnest effort be put forth to stop the brigandage that is very common in some of the worst of these areas. We only venture upon making these requests because we are convinced that relief work will be rendered impossible if brigands and wandering soldiers are not dealt with.

URGE FREE TRANSPORTATION

4. We have another request to make which we feel sure will commend itself to Your Excellency: namely that the transportation of grain and other relief material be free; that customs duties on such goods be remitted, and that free passes be issued to duly accredited agents of the Relief Society when engaged on relief work:

5. This International Society in Tientsin is at present engaged in soliciting the generous aid of liberally minded givers. Large sums have in this way already been raised in various parts of China, and abroad. However generous these charitable gifts may be, they will help only a very small fraction of the Famine Sufferers. Even if the number is not greater than 20 millions, there must be spent for the food of these people some 200 million dollars. This sum can only come from loans.

LOAN IS SUGGESTED

6. We know the difficulty of arranging for such loans at the present time. Foreign countries are faced with difficulties of their own, which decrease the likelihood of money being easily lent. We would venture to suggest to Your Excellency that there are plans for providing in China, the necessary financial guarantees, and we request you to commit to the wisest councillors the question as to how best to raise an immediate loan of proportions sufficiently great to keep the people alive during this winter. We also would point out that the probability of effecting such a loan will be vastly increased if a small body of men can be nominated, both Chinese and foreign, upon whom will rest the responsibility for the disbursement of the moneys and who will devote their entire time to the work. These men must be so well known and trusted that confidence will be engendered at once by their names.

ASKS $10,000,000

7. We have another request to make, that is, inasmuch as during the next few weeks an expenditure of Thirty Million dollars will be necessary if the people are to be kept alive, we therefore ask Your Excellency to arrange an immediate advance of at least ten million dollars, for relief work to be disbursed by the same body of relief commissioners as is mentioned above, to the responsible Societies actually carrying out relief operations. In this connection the Tientsin Society would point out to Your Excellency that we are already in consultation with the International Society in Peking as to delimitation of the fields of operations, and that it is our firm intention to work in such cooperation with the Societies in Peking, Shanghai and other places, that overlapping and reduplication may be avoided.

TIENTSIN IS CENTER

In all such systems of cooperation Tientsin by its very position must play an important part because of the concentration in Tientsin of the chief centers of transportation. Much of the grain destined to the famine areas must pass through Tientsin, and this Society will have responsibilities in connection therewith. It is for this reason that we have taken it upon ourselves to address this petition to Your Excellency believing that all our efforts are but carrying out the desires you yourself have felt to help the country in this time of great need.

BENEFIT AT NEW WORLD

Tomorrow will be the first day of the three-day entertainment at the New World. The entire proceeds will go to the North China Famine Relief Fund. The entertainment is given under the auspices of the Shanghai Merchants' Famine Relief Association.

The entertainment will be featured by a lantern procession in which 3,000 students and boy scouts will participate; amateur dramatic performances, concerts, cinema shows, sleight-of-hand exhibitions by Magistrate Kwan Chun of the Mixed Court, dancing, boxing, fencing and gymnastic exhibitions to be staged by schools, fireworks and an exhibition of rare pictures and curios.

Tickets which sell at $1 may be secured at the door or from the members of the committee.

MORE CONTRIBUTIONS

Mr. E. C. Gill, general manager of The International Export Company for China, a prominent British merchant, who has been in China for a number of years has generously contributed Shanghai Tls. 10,000.00 for his firm and Shanghai Tls. 1,000.00 himself for famine relief.

The sum of $700.00 has been sent to the Honan Famine Relief Committee as a first draft collected from the Wuhu Missionary Community and the Chinese churches.

Further contributions are expected from the mission schools and other sources and these will be forwarded in the near future.

CONCERT WEDNESDAY

The entire proceeds realised from sale of tickets for the concert to be given Wednesday night at the Town Hall by Skidelsky's Quintette will go to the famine relief fund. Tickets are being sold at three dollars.

The artists composing the quintette are: Mr. A. Gilersberg, first violin. Mr. I. Podunska, viola. Mr. I. Shevtzoff, cello. Mr. A. Konchester, second violin and Mr. I. Gilersberg, piano. Mr. F. B. Esselevitch is business representative of the quintette.

Smiles from the Mixed Court

When Yih Soong-ding and a friend dropped in the other evening and ordered an elaborate assortment of foods from Tang Wen-yoong that thrifty North Honan Road restaurateur beamed radiantly upon his customers and gave himself over to complacent thoughts of profits and the future patronage of these two lusty eaters.

He smiled even more benignly after the bill had been presented and paid without argument and bowed the two effusively out of the shop. Then one of his waiters touched Tang's elbow and proceeded to wipe out the smile.

Of the various utensils and tableware furnished in conjunction with Yih's orders there were missing, it seemed, some seven china bowls, five plates of assorted sizes and one pewter wine-pot. Tang and his staff made a rapid search of the district, but Yih had faded into the night.

Next day a C. P. C. came upon Yih making a tour of the Peking Road second hand shops, with a basket containing the crockery upon his arm.

Yih told the Magistrate that he had not actually stolen the property. He had merely taken the dishes away with him as mementos and he was not trying to sell them to the second hand dealers, but was giving them away to various friends he had among the shopkeepers.

The court was in a benevolent mood itself and presented Yih with thirty days.

THE LOGICAL CONSEQUENCE

Watchman Mai Hsia-ting was pursuing his vocation at the Shanghai and Hongkew wharf a couple of nights ago and was thus brought to a contemplation of Zi Sing-nyoen, who was making earnest efforts not to be observed.

Mai dragged Zi out from behind the post of which he was trying to impersonate the shadow and stood him under an arc light Zi appeared to have reverted to the days of the hoop skirt. He had a bulge about the waistline which intrigued the watchman.

"What is it?" asked the watchman, prodding his captive with a nightstick.

"Nothing," said Zi.

"You don't say so," said Mai and he jerked off Zi's gown and unreeled 15 yards of black cloth which Zi had wrapped about his waist.

The Court asked Zi why he had taken the cloth—which, it developed, had been extracted by the prisoner from a box on board a ship.

"Well," said Zi naively, "the box was open and nobody was looking."

Zi will be out again in three days.

Returned Students To Open Garage

Lee And Lee, Ltd., To Inaugurate Motor Car Business In French Concession

Preparations have been in progress for sometime to establish a new garage in Shanghai by two American-returned students, Mr. K. S. Lee, the Chinese agent of the Union Insurance Society of Canton, and Mr. S. C. Lee, Professor of the Government Institute of Technology. The name of the new concern is Lee and Lee Garage Ltd., and Mr. K. S. Lee is to be the managing director, and S. C. Lee, general manager.

Mr. K. S. Lee is from Cornell University, returning to China in 1914. He was at one time a member of the teaching staff of St. John's University and was also Sub-Manager of China Express Co., and also of the Ta-Tah Steamship Co. Mr. S. C. Lee received his degree in Electric Engineering from Harvard University, then spent two years in the General Electric factory, after graduation returning to China also in 1914.

The new garage will be opened at the north-west corner of Rue du Consulat and Boulevard Montigny, a block from the Great World. Here they will sell cars, gasoline, lubricating oils, tires and accessories; in another word, they will have everything for the cars, such as free water, air and free inspection of batteries, etc.

Chinese Public School Alumni Hold Meeting

Mr. G. S. Foster Kemp, headmaster of the Public Schools for Chinese, and Mrs. Kemp gave a tea party at the art hall in the Elgin Road Public School yesterday, to the members of the Public School for Chinese Alumni Association. The tea took place immediately after a general meeting of the association.

Mr. Kemp gave a pleasant address in which he referred to the large number of graduates who have distinguished themselves in public service.

Mr. Jahin Hsu, president of the association, expressed the gratitude of the members of the association in a brief talk.

The general meeting decided to raise a fund to be contributed towards the North China Famine Relief Funds.

Eight former and present teachers of the school were elected honorary members of the association.

A resolution was also passed providing for the organisation of a football team.

American School Given Entertainment By Blind Children

Over a hundred of the American School children enjoyed an entertainment given by the pupils at Mr. G. B. Fryor's School for the Blind yesterday afternoon. The American School sold tickets for the entertainment last Spring to aid the institution for the Blind and the boys took this way of expressing their appreciation.

The party arrived at the school at three o'clock and first were shown an exhibition of the work of the blind boys, their books, handwork, etc. Then all took seats on the lawn and enjoyed a program given by the boys. The interesting features were: English recitations, musical numbers, and illustration of methods of reading and writing for the blind.

The latter part of the program consisted of calisthenics and gymnastic excrcises with some interesting pyramid constructions. The program ended with the singing of the Chinese national anthem and the school song by the pupils of the blind school.

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A few are listed below. Ask us to tell you about the kind of training that interests you.

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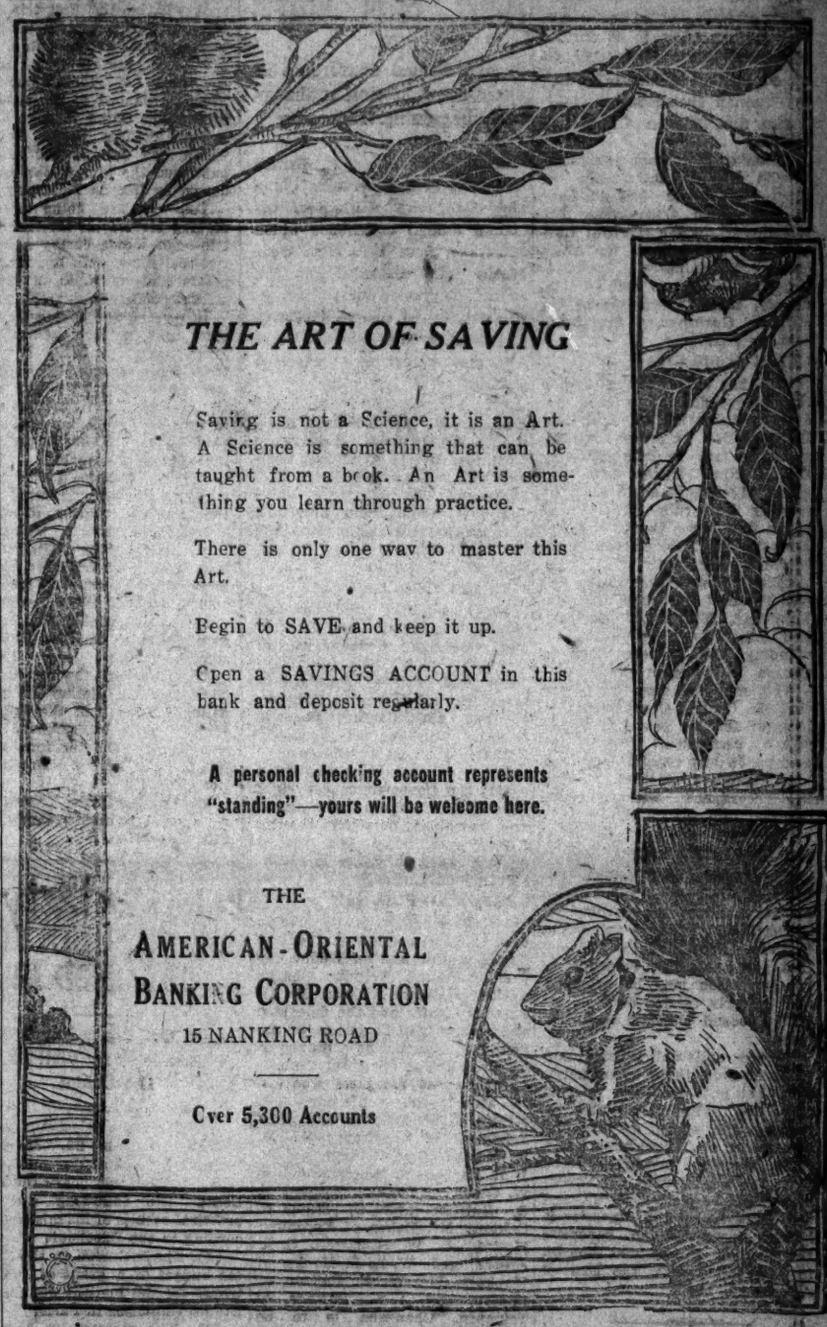
STUDEBAKER "Big Six" Touring car, carrying 7 Passersers:

STUDEBAKER 4-cylinder touring car, with winter top, carrying 5 passengers.

These cars will be demonstrated today, 30th October, between the hours of 9 a.m. and 2 p.m.



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EVENING and AFTERNOON GOWNS BLOUSES, NEGLIGES, LINGERIE and NOVELTIES

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33218

CHOCOLATES!

Oh, yes—certainly.

But no other kind than

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MARROW PHOSPHATES

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For growing children and invalids, this combination is of great value. It invigorates and builds up their systems in a remarkably short time

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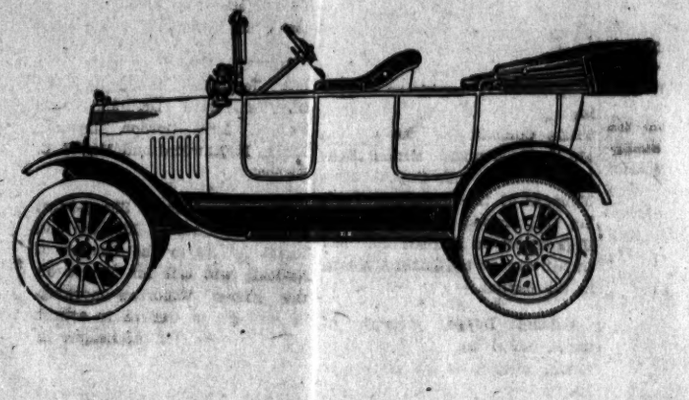

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FORD REDUCTION EFFECTIVE HERE

Far Eastern Representative Also Announces Future Exchange Policy

Reduction of prices for Ford automobiles and tractors to those prevailing in April, 1917, prior to America's declaration of war on Germany, and fixing of Shanghai prices by figuring exchange rates on the date of arrival here of shipments were announced yesterday by Mr. Thomas H. McConnell, Ford representative for the Far East who has returned to Shanghai after an extended trip through China, Japan, Straits Settlements, Indo-China, Hongkong and the Philippines.

Local Ford distributors, Messrs. Dodge and Seymour, are to sell Ford products at the price prevailing in San Francisco plus the actual cost of crating and freight and will fix exchange for each shipment so that the local buying public will not be affected by exchange gambling.

THE NEW PRICES

Mr. McConnell announces the following changes in prices effective in San Francisco:

	Old Price	New Price
Touring cars	G.$768	G.$649.56
Runabouts	743	529.32
Sedans	1,115	946.32
Chassis	718	560.91
Coupe	990	894.00
Truck	758	674
Fordson Tractor	850	790
	(F.O.B. Detroit)	

"There were 146,043 orders pending when Mr. Ford announced the reduction in prices," Mr. McConnell said, "the Company deciding to make the reduction because the mammoth Ford plants resumed their pre-war production following the purchase by the Company of our own coal mines, a railroad to convey the coal from the mines to our factories and the announcement that the recently constructed Ford steel mills had started producing."

CHINA'S NEED OF ROADS

Mr. McConnell is enthusiastic about the future of the automobile in the Far East and said that every country except China is building good roads. The French are planning a complete highway system for Indo-China and the Japanese are developing and building roads not only throughout Japan but also in Korea.

Campaigns for good roads in the Far East will mean that the Ford Company may erect assembling plants wherever the demand justifies such action, Mr. McConnell said. He has already submitted data to the Ford factories but no decision has been made in Detroit as yet.

Mr. McConnell said that 53 percent of the American automobiles in use from Honolulu to Singapore are Fords. "Over 20,000 Fords have been brought to the Far East," he said.

GERMANS TO RETURN FLAGS

(Reuter's Service)

Paris, October 29.—The German Government has decided to restore to the French Government the flags, captured from the armies of the First Empire, to replace the flags burned after the signature of the Treaty of Versailles.

ADVOCATES CELIBACY

(Reuter's Service)

London, October 26.—The Simla correspondent of the Times states that Mr. Gandhi's latest effort in the non-co-operation movement is the advocacy of celibacy. He appeals for the cessation of all additions to the population until India becomes a free nations.

IN EVERYBODY'S MOUTH—

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A Wide Variety of French Delicacies

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Anchovies Stuffed in Olives (*Olives Farcies*)
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These imported dainties add the last touch——they give finality to the feast!

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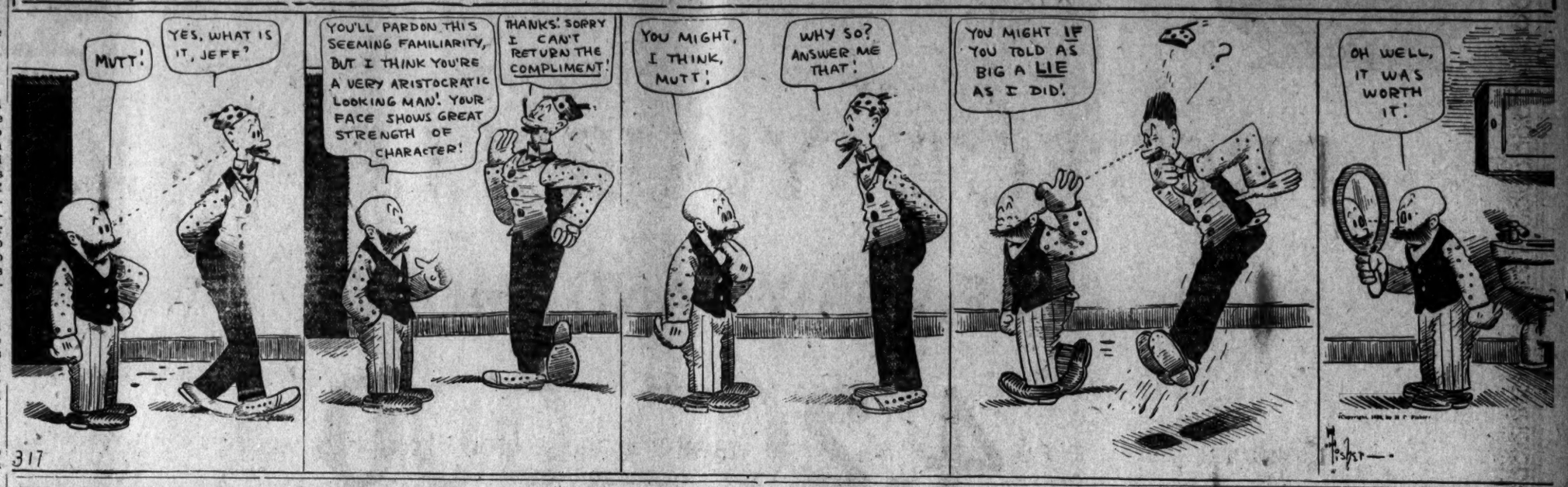
MUTT & JEFF — Jeff's Bouquet Had A Cobble Stone In it — By Bud Fisher


MUTT!
YES, WHAT IS IT, JEFF?
YOU'LL PARDON THIS SEEMING FAMILIARITY, BUT I THINK YOU'RE A VERY ARISTOCRATIC LOOKING MAN! YOUR FACE SHOWS GREAT STRENGTH OF CHARACTER!
THANKS! SORRY I CAN'T RETURN THE COMPLIMENT!
YOU MIGHT, I THINK, MUTT!
WHY SO? ANSWER ME THAT!
YOU MIGHT IF YOU TOLD AS BIG A LIE AS I DID!
OH WELL, IT WAS WORTH IT!
317

News Brevities

Beginning tomorrow afternoon, tea dansants are to be held at the Astor House on Monday, Tuesday, Wednesday, Thursday and Friday afternoons from 5 until 7:15 o'clock. The Astor House management also announces that there will be dancers and after-theater suppers nightly except Sunday.

* * *

Mr. I. Tuxford will open the lecture session of the Engineering Society of China with an address on "Labor Problems in China," on Tuesday at 5:30 o'clock at the Royal Asiatic Society Hall, 5 Museum Road.

* * *

Lord Acheson arrived in Shanghai from Hongkong yesterday morning on the Suiyang.

* * *

An official telegram has been received by the doctor attached to the Japanese Consul-General, Shanghai, to the effect that the quarantine imposed on all arrivals in Japan and in Dairen from Shanghai has now been raised. The quarantine enforced at Tsingtao against Shanghai is also to be lifted on or about Oct. 31.

* * *

By instruction of Mu Yung-hsien, commanding the Kwangsi troops, newspapers were ordered on October 22 to suspend publication. The issue of "extra" and "stop press" circulars has also been prohibited. The Canton Times will appear again as soon as circumstances permit.

* * *

Mr. J. L. McQuarrie, prominent American telephone and telegraph engineer, will address the Shanghai Rotary Club on "Recent Developments in Electrical Transmission of Speech" at the weekly tiffin meeting Thursday at the Astor House Mr. McQuarrie will lay stress on the improvements resulting from war-time needs. At the meeting on November 11, Mr. A. J. Hughes is to deliver an address on the recent revival of spiritualism.

* * *

We have received from the Japanese Post master at Shanghai specimens of the special stamps issued to commemorate the opening of the Meiji Shrine. They are of beautiful design, and give a representation of the shrine. They will be sold on the November 1 but are not valid for foreign postage.

* * *

Today being the official day to celebrate the birthday of the Emperor of Japan the local Japanese will pay respects at the Japanese Consulate in the morning and they will have a garden party at the Japanese Country Club this afternoon. Mr. Yamasaki, the Japanese Consul-General, will hold a reception at the Consulate-General tomorrow morning.

* * *

The many friends of Mr. H. S. Honigsberg will be glad to learn that he is now convalescent after an operation for appendicitis. He is sailing today for Yokohama where he will meet Mrs. Honigsberg who is returning from America. They will arrive here on the Ecuador, about November 11.

* * *

A party of Americans including Mr. J. Morgan Clements, Trade Commissioner for Mining, Mr. J. F. Manning, Mining Engineer, and A. M. Guptill, Urga Manager of the Mongolian Trading Co., arrived in Peking from Urga direct on October 29. Mr. Guptill expects to remain a month in the capital.

* * *

Colonel Dodge, formerly of the British Army, has returned to Peking after a six weeks tour in Siberia.

* * *

Mr. G. M. Stitt of the Hongkong and Shanghai Banking Corporation has been named to succeed Mr. C.M.G. Burnie as member of the Committee of the China Association. Mr. Burnie is to sail for England shortly.

* * *

The Empress of Japan of the Canadian Pacific Ocean Services is expected to arrive at Woosung tomorrow morning at 2 o'clock and the tender, with passengers for Shanghai, is due at the Customs jetty about 9:30 o'clock. Passengers for Hongkong will leave the Customs jetty at 4 p.m.

* * *

Among the passengers who left here for London on the Gleniffer were Dr. and Mrs. Fulton, Mrs. Gordon Lowder, Mr. L. H. Lawford and Mr. W. C. Fisher.

* * *

General Liang Shang-tung, China's delegate on Military and Naval Affairs to the League of Nations, will sail for Venice on the Africa tomorrow morning. He will go to Geneva to attend the first session of the League in December.

* * *

Mr. A. Malcolm, assistant engineer of the Shanghai Water Works, Mrs. Malcolm and child will sail for Liverpool next Saturday on the Blue Funnel Liner Laertes.

* * *

Exporters of the British Chamber of Commerce will meet at 1 The Bund tomorrow afternoon at 4 o'clock.

* * *

There will be a special meeting of the Marine Engineers' Guild of China at 5 o'clock tomorrow.

* * *

The annual general meeting of the Shanghai Football Club will take place tomorrow afternoon at 5:30 o'clock at the Shanghai Rowing Club.

* * *

The voting members of the Shanghai Race Club will hold an extraordinary general meeting tomorrow evening at 6:15 o'clock.

* * *

The Shanghai Missionary Association will hold its regular monthly meeting at the Free Christian Church, Range Road, Tuesday evening at 6 o'clock.

* * *

There will be a meeting of the Marine Engineers' Football club Tuesday evening at 6 o'clock.

* * *

Mr. Chen Lu, formerly acting Minister of Foreign Affairs and now Minister to Paris, will sail on the Porthos for his new post on November 7.

Dr. Ross' Life Pills

Dr. Ross' Life Pills for Bowel & Liver Disorders

Contain No Minerals

YOUR doctor will tell you that calomel and harsh drugs have their place, but should only be taken when ordered by a physician.

He will also tell you that every one should take some good laxative frequently.

Dr. Ross' Life Pills are a standard family remedy—a tonic laxative. They contain only vegetable ingredients and the formula is on every bottle. Agreeable and effective. Their regular use will keep you in good condition of health.

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A Strictly First-Class Family Hotel, at Moderate Rates

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SPECIAL RATES FOR MONTHLY GUESTS

Love Knows No Sacrifice

SO on Xmas morn he gave her a wonderful smoking set, and she give him, a beautiful shopping bag.

So bring one another in, and make your selections.

Now, "'fess up!" You're both past the Santa Claus stage. Even the size of the stocking is a secret with

YE GIFT SHOP

"ROSEMARY"—that's for remembrance

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Fall Styles in **MILLINERY For the RACES**

Showing TOMORROW, November 1st

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PROTECT YOURSELF, YOUR FAMILY AND HOME

Insurance today is an almost universal habit; none is too great to scorn its advantages; none is too poor to be able to benefit by it. The great corporations, whose transactions and destructible property run into millions, either hand their entire risks over to an insurance company, or else have a sinking fund, into which a percentage of the profits on each transaction, or each voyage a ship makes, is put. The money so accumulated is not regarded as so much cash, but as a reserve in case of the loss of a ship or the destruction by fire of a building. The concern thus becomes its own insurance company. The small man's transactions are not large enough to warrant this, and the insurance company proper assists him, and his premia are put into the common pool, in which from date of his first payment, there are sufficient funds to meet a total loss.

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FRENCH LOSING SILK SUPREMACY

According to Lyons Merchants, Japan Led In 1919, France Being A Bad Fifth

Washington, September 25.—Comparative figures on silk production, based on the last crop, would seem to indicate that France is losing its supremacy in the silk industry. A report from the European division of the Bureau of Commerce says that great increases in production were noted in the countries of the East and particularly the Levant.

Silk production in France this year satisfied but 10 percent of the domestic requirement, despite liberal bounties offered for silk culture. Italy in 1919, produced ten times as much silk as France, and bids fair to maintain that lead; Milan is rapidly eclipsing Lyons as a silk manufacturing center, the report continued.

According to figures compiled by silk merchants of Lyons, Japan led in silk production in 1919, China was next, the Levant third, Italy fourth, and France a bad fifth. The total yield for the world was estimated at 27,300,000 kilos—a kilo being 21-5 pounds.

OVERLAND MEN COMING HERE ON SURVEY TRIP

Mr. R. J. Archer, export manager, and Mr. O. P. Kilbourn, director of foreign advertising, for the John R. Willys Export Corporation of New York are expected in Shanghai next month on a tour of the Far East in the interest of the Willys Company.

On the trip a survey will be made which will mould the program of expansion planned by the manufacturers and foreign distributors of Overland motor cars. While in Shanghai Messrs. Archer and Kilbourn will make their headquarters at the Central Garage, local agents for the Overland.

Community Church To Hold Reception For New Pastor

A reception to Dr. and Mrs. Luther Freeman will be given by Community Church on Friday, November 5, from 5 to 7 p.m. in the Palace Hotel.

Dr. Freeman has come from one of the leading churches in America to be pastor of the Community Church. A cordial invitation is extended to all to be present at this reception.

Dr. Freeman will deliver his first sermon here this afternoon at the Community Church Service to be held at Masonic Hall.

IN EVERYBODY'S MOUTH—
SCOTCH BAKERY
CHOCOLATES

Will Make Pilgrimage To Shriner Meeting Here

A historic event in the annuals of Shrinedom will be the pilgrimage to Shanghai for the purpose of holding a ceremonial session next February of Imperial Potentate Ellis Lewis Garretson and his divan from Afifi Temple of Tacoma.

In the above photograph the Imperial Potentate is the second figure from the right. The picture was taken at Juneau, Alaska, to which point a pilgrimage had been made.

The party coming to China will number fourteen Shriners, according to present advices, and the ceremonial is expected to be held on February 11. It will be the first time that a pilgrimage has been made outside of North America and China Shriners are making active preparations toward a fitting celebration of the event. It is expected that there will be at least 100 Shriners here from various points in the East to join the caravan and a committee is at work arranging for the housing and entertainment of the visitors. Application blanks are being made for those desirous of participating in the ceremonial and a complete list of Masons eligible for the pilgrimage is being drawn up.

Mothers To Discuss Child's Questions At Coming Meeting

The first departmental meeting of the Mothers' Department of the American Woman's Club will be held on Wednesday, November 3, at 10:30 a.m. at the Carlton Cafe.

Mrs. F. Rawlinson will present the paper of the morning: "A Child's Questions." Discussion will follow.

Members, prospective members and friends are invited.

A significant, though brief, part of the program will be the book reviews for the purpose of acquainting the members with the best books on subjects discussed.

Mrs. J. C. Clark is arranging the program of book reviews and will welcome the co-operation and suggestions of members and friends.

American Women's Club Notes

The regular meeting of The American Woman's Club will be held at The Carlton, Tuesday afternoon. The program is under the direction of The Social Service Department. Mrs. James MacDonell Chairman.

Mrs. C. F. Remer and Mrs. Donald MacGillivray will give brief addresses on The Foreign Women's Home followed by Mrs. H. C. Mei, who will give a talk on The Young Women's Christian Association. Tea will be served as usual at four o'clock, hostesses for the afternoon being Mrs. James Macbeth and Mrs. Julius Rosenfeld.

SOCIAL SERVICE

A meeting of The Social Service Department will be held at the home of Mrs. James MacDonell, 16 Rue Chapsal, Friday, November 5, at 10:30 a.m. All members of this Department are urged to attend, no postal cards will be mailed.

MUSIC DEPARTMENT

The Music Department of the American Woman's Club, at a meeting Friday afternoon, elected Mrs. R. B. Nichols to the office of chairman, Mrs. W. S. Bardarson to the office of secretary. An outline was given of the proposed course of study during the year, which is to be an appreciation of the historical growth of music. Preparations for the work are well in hand.

The announcement that Mrs. Bardarson has offered the use of her apartment at the Astor House for the department meetings, was received with pleasure.

The regular meeting of the department will fall upon Thanksgiving day, so the meeting will be postponed to Tuesday, November 30.

HALLOWE'EN BALL GIVEN AT ASTOR

Pierrot and Pierrette, Harlequin and Columbine, Scaramcuche and Jean, together with hundreds of their most brilliantly costumed and brightest-witted companions in the world of Masquerade, gathered at the Astor House Hotel last evening and made merry in honor of Hallowe'en, the famous unsanctified celebration before All Soul's Day.

The evening passed off in the lightest spirit, worthy of the best traditions of the night.

The costumes for this year's masque were unusually extravagant and effective, and the judges who were asked to pick the most handsome and the most unique robes and disguises were indeed hard put to make their decisions.

The fun was still "in high" when the wee sma' hours arrived, and the Sunday sunbeams were coming apace before the happily-weary dancers wended their ways homeward. It was a great affair, greatly enjoyed and beautifully conducted throughout.

Latest
PARIS MODELS
At Prices
Regardless of Cost

OWING to our coming departure on November 7th, we give Shanghai ladies a big opportunity of purchasing the latest EVENING and DAY DRESSES, CAPES, TAILOR-MADE COSTUMES, HATS, UNDERWEAR and NOVELTIES at

50 %

less than usual prices. Don't miss this chance!

PALACE HOTEL-Rooms 101-103

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NEW ELSASS WHITE WINES

A LIMITED SHIPMENT JUST ARRIVED
GRANDS VINS D'ALSACE
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We Stock:
Gentil de Ribeauville — Gentil — Zwicker

THESE WINES ARE OF THE HIGHEST QUALITY AND UNSURPASSED BOUQUET

Ask for them in the leading Hotels and Stores.

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MOORE'S HOT BLAST STOVES

have given years of satisfactory service to China users. One very important feature is that hard or soft coal, coke or wood can be used. Stoves are fed from the top; no hot coals or ashes to dirty the floor.

Write to nearest office for catalogue and prices.

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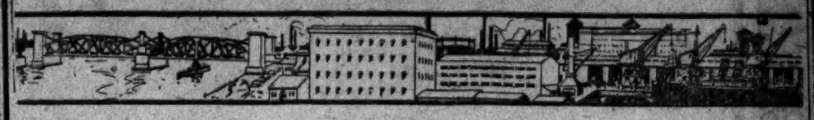

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OIL VARNISH STAINS Combined Stain & Varnish
ANTI-CORROSIVE PAINTS
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3. Because it cannot turn sour while the can is unopened.
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5. Because it is splendid drinking in any weather.

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TRADE MARK REG. U.S. PAT. OFF.
FOOTWEAR
FOR MEN AND WOMEN

The exclusiveness, the individuality, the smart styles and high-grade leathers demanded by men and women of today are all to be found in WALK-OVERS.

See our window displays. You will be convinced then, that WALK-OVERS are the safest buy today.

WALK-OVER SHOE STORE
24 NANKING ROAD

Try our expert mail order service

EXTRA! EXTRA! EXTRA!

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AT THE ISIS THEATRE

Monday, Tuesday, Wednesday and Thursday, November 1st, 2nd, 3rd and 4th

We have the pleasure to present

J. C. WILLIAMS VAUDEVILLE CO.

The Versatile Entertainers and Speed Maniacs, direct from New York City.

JACK & CORA WILLIAMS
Singing, Dancing, Dental Novelty

LITTLE TEDDIE
The Wonder in the Air

SELMA
See this Living Statue! A PERFECT MODEL

AN ALL AMERICAN SHOW

CORA WILLIAMS
See Miss Williams' Gowns! A SIGHT FOR THE LADIES

AN ALL AMERICAN SHOW

MISS SELAM
The Living Statue

PROFESSOR TREVOR
and His Dog Sid

JACK WILLIAMS
See his Wonderful Dance. A REAL TREAT

ALL SPECIAL SCENERY AND UP-TO-DATE WARDROBES

ALSO SHOWING

JACK DEMPSEY THE PRESENT WORLD CHAMPION IN "DAREDEVIL JACK"

THE PATHE MILLION DOLLAR SERIAL—THE SEASON'S SENSATION

Episode 7 **"A BLOW IN THE DARK"** Episode 8 **"BLINDING HATE"**

DON'T MISS SEEING THIS GRAND PROGRAMME; IT IS A GREAT TREAT!

Two Performances Nightly, Commencing 7.15 and 9.30

Admission Price: Box Seat $1.00 Dress Circle 60 cts. Stalls 40 cts.

MATINEE TODAY 3 P.M.	*TONIGHT*
JACK DEMPSEY in **"DAREDEVIL JACK"**	ALICE BRADY in **"THE ORDEAL OF ROSETTA"**
Episodes 5th and 6th and Grand Concert	A Select Picture in 5 Parts also the Grand Concert

SHANGHAI 'Y' MERMEN WIN FROM ST. JOHN'S

Take First Dual Swimming Meet Of 1920 Season By Big Score

Excellent sport was had in the pool of St. John's University last evening, when a team of mermen representing that organisation met a team from the Shanghai Y.M.C.A. in the first local dual tourney of the year. The "Y" men took the decision by the quite positive score of 37 points to 14—but excitement reigned throughout the meet.

The "flying fish" gave good accounts of themselves for so early in the season, especially Siemssen of the "Y" and Ling of St. John's who exhibited especial prowess in many events.

The following were the results of the meet:

20-yard Dash—First, Barkus (Y); second, C. Ozorio (Y); third, Siemssen (Y).

60-yard Back Swim—First, Ling (St. J); second, Koo (St. J); third, C. D. Zung (St. J).

100-yard open—First, F. Cruz (Y); second, Ling (St. J); third Siemssen (Y). Time—1:77 1/5.

20-yards Under-Water—First, C. S. Wang (Y); second, Woo (St. J); third, C. Ozorio (Y). Time—14 sec.

220-yard open—First, Koo, (St. J); second, Barkus (Y); third, Siemssen (Y). Time—3:21 3/5.

60-yard open—First, H. Collaco (Y); second, Jensen (Y); third, Siemssen (Y). Time—44 sec.

Plunge for Distance—First, Siemssen (Y); second, Koo (St. J); third, C. Ozorio (Y). Distance 42 feet, 3 inches.

440-yard open—First, Zung (St. J); second, C. Ozorio (Y); third, Siemssen (Y).

Relay Race—Won by "Y" team—Messrs. Collaco, Barkus, Jensen, Siemssen and Ozorio. Time—One minute.

Celebrate Feast At St. Joseph's This Morning

In honor of Blessed Louise de Merillac, Foundress of the order of the Sisters of Charity, Solemn High Mass will be celebrated at St. Joseph's Church, in Rue Montauban, at 10 o'clock this morning. There will be a full choir, who will render some of the best-known Gregorian chants.

In the afternoon at 4 o'clock, there will be an address in French by the Rev. Father Henry, S.J., followed by the Te Deum and Benediction.

Low Masses will be said at 6, 7 and 8 a.m. today.

Special Masses will be celebrated at St. Joseph's and the other cathelic churches tomorrow, being all Saint's Day, and on Tuesday—all Soul's Day.

M. Lion, Of Banque Industrielle De Chine Here, Is Leaving

MR. GABRIEL LION

General regret is expressed in financial circles and in Shanghai's commercial world generally at the early departure of Mr. Gabriel Lion, who as Manager of the Banque industrielle de Chine in the past decade has piloted that institution to the commanding position it occupies. It should be stated that this regret on the part of Mr. Lion's many friends is mingled with gratification at the fact that he is leaving Shanghai to assume a position of larger scope with the parent bank at Paris.

Mr. and Mrs. Lion are to sail from Shanghai a week from today on the French Mail liner Porthos.

Mr. Lion has a noteworthy record in financial affairs in many countries. He was graduated from the highest commercial school in Paris in 1898 after which he was sent by the City of Paris to take special courses of study first in London and then in Hamburg. While pursuing his studies he was employed by the London, Paris and American Bank, Lazard Bros. and Co., Lazard Freres and afterwards joined the firm of M. M. Warburg and Company in New York at the time the two Warburg brothers were managing that firm.

Mr. Lion was closely associated in New York with Paul Warburg, who is now head of the firm of Kuhn, Loeb and Company and who had an active voice in war financing in America, and with Max Warburg who was a German financial representative at the Peace Conference.

Mr. Lion saw a period of service also in Russia as some time before the war he was secretary to the head of the Board of the Russo-Chinese Bank and International Bank of Commerce at Petrograd, coming from this post to the Far East for the first time—in 1906—to a position with the Russo-Chinese Bank here.

Mr. Lion was the moving spirit in the launching here of the Shanghai branch of the Banque Industrielle de Chine on January 1, 1914 and since it was opened he has been closely identified with vast public works of improvement in Peking and particularly the big Pukow Harbor Improvement project that is now under way and which is being financed by Mr. Lion's bank.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Misses Blar, Wadman, Mstr. Keegan, Mrs. D. C. Hutchinson and 2 children, Messrs. Holyoak, H. Williams, H. P. Wadman.

Per C.N. s.s. Tatung for Wuhu: Messrs. A. B. Sorensen, C. Scheffer; for Hankow: Dr. and Mrs. Grosvenor, Miss Journil, Mr. and Mrs. T. E. Winter, Misses V. Miller, M. Denison, L. Archer, Mrs. R. R. Service, Mttr. Lawrence, Mr. and Mrs. W. W. Cossnu and 2 infants, Mr. and Mrs. C. E. Tompkins, Messrs. Fawstone, Jourlin, Rubbins.

Per C.N. s.s. Chenan for Tsingtao: Mr. R. C. Hall.

Per C.N. s.s. Yingchow for Swatow: Mr. S. H. Hsu; for Hongkong: Miss C. Liberman, Mrs. E. B. Jones.

Per C.N. s.s. Tungchow for Weihaiwei: Mrs. G. C. Crookshank; for Chefoo: Mrs. Kraeniter, Mr. and Mrs. Bryan, Messrs. H. Ching Kong, H. Pearce; for Tientsin: Messrs. Lawrie, Rene Jaminet, Miss Watkinson.

Per Glen Line s.s. Gleniffer for Hongkong: Mr. Diss; for Singapore: Messrs. F. R. Hall, W. Robinson, F. H. Ferguson; for London: Dr. and Mrs. Fulton, Mrs. Gordon Lowder, Mr. and Mrs. Carey, Mrs. Rawlingson, Mrs. Benedict, Messrs. L. H. Lawford, W. C. Fisher.

Per C.M. s.s. Kiangteen for Ningpo: Mr. F. H. Howard.

Per N.Y.K. s.s. Chikugo Maru for Kobe: Messrs. Oshima, Ohno, Mr. and Mrs. Kimura, Miss S. H. Chau.

Per N.Y.K. s.s. Kasuga Maru for Japan: Misses F. Norman, M. J. Bily, A. St. Clair, F. J. Mitchell, E. C. Stifel. Mr. and Mrs. Benjamin Neld, Messrs. Van Carter, C. F. Stifel, J. H. Engle, Mrs. I. H. Engle, Mstr. P. Engle, Misses M. Harard, R. Cogan, R. Kooky, Deppen, J. Doll, M. Doll, R. M. Oliver, S. M. Juden, Mrs. A. P. Malozemoff and 2 children, Capt. A. R. Anderson, Messrs. K. S. Koslenko, Grinsel, Rev. M. B. Masters.

Per S.M.R. s.s. Sakaki Maru for Dairen: Mrs. Chalchik, Mrs. Moscovski, Messrs. Hansen, J. B. Katz, M. Lojuinoff, Wang, Ginson, E. R. Willets, H. E. Cole, W. C. Sprague, Boldwin, Ah. Lee, Atkinson, Miller.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. Jones, Mrs. Hudson.

Per C.N. s.s. Suiyang from Hongkong: Lord Acheson, Capt. McCullock, Mr. R. C. Groves.

Per I.C. s.s. Luenho from Hankow: Mrs. Magussen, Miss and Mstr. Inch; from Wong Shikong: Mr. Jones; from Nanking: Mrs. Frame and 3 children.

Per C.N. s.s. Poyang from Hankow: Mme. Galleol, 2 Sisters of Charity.

Per S.M.R. s.s. Sakaki Maru from Dairen: Mr. and Mrs. A. Holdsworth and 2 children, Mr. and Mrs. M. Friis and child, Mr. and Mrs. J. H. R. Cromwell, Mrs. A. Strigin, Mrs. E. M. Waswaljisky, Miss D. Dever, Messrs. F. D. Thompson, F. Willett, F. Jones, Z. Yudovitch.

MALARIA

Its Meaning—Its Cause—and Its Cure

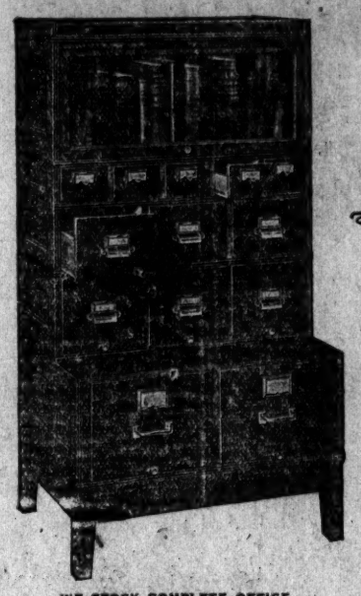
When Malaria (Mala-aria, bad air) was given its name scientists knew less about it than they do now, otherwise they would have christened it differently. Then the mosquito had a better character than he has today, when he is known as the carrier of the malarial germ, as being in fact chiefly, if not solely responsible for the existence of this disease.

So long as there are mosquitoes so long will they continue to spread the malarial poison. And once this poison gets into the blood it is only through the blood that it can be eliminated.

From every malaria-infested country proof has come that Dr. Williams' pink pills are the one means by which Malaria can be speedily and thoroughly expelled. Whilst cleaning the blood this world-famous remedy creates new red corpuscles to take the place of those which the germs have destroyed, and thus restores health.

Not malaria only, but most forms of disease consequent upon weak or impure blood, have been cured in almost countless instances by Dr. Williams' pink pills for pale people. Anaemia, Debility, Nervous Exhaustion, Indigestion, Rheumatism, and the ailments peculiar to ladies are among the maladies they are curing every day. Obtainable everywhere, or direct from the Dr. Wiliams' Medicine Co., 96 Szechuen Road Shanghai, at $1.50 the bottle. $8.00 for six bottles, post free. Today is the best day to commence your own cure.

Your Office Furniture is everlasting if



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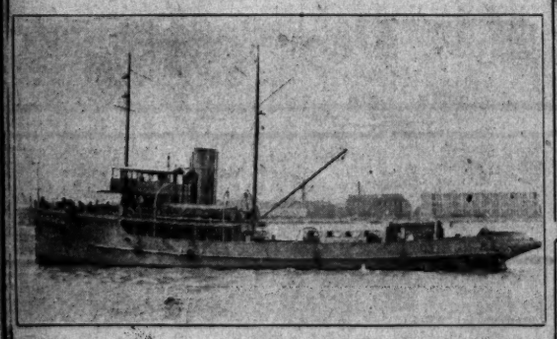

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the Rescue and Salvage Tug "St. Dominic," which is equipped with salvage pumps, wireless, etc., and is capable of undertaking tows to all parts of the world.

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1.—Line all barrels with glue before filling
Unlined barrels absorb oil.

2.—Paint entire barrel surface with a good body paint.
Unpainted barrel staves absorb moisture thereby producing expansion and later contraction.

3.—Provide adequate space allowance for expansion of oil.
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4.—Store all filled barrels under cover.
Direct sun exposure causes excessive expansion of contents, also affects wood of barrel.

5.—Demand proper stowage for shipment.
Heavy loads bearing on the bilge of a barrel will open its seams.

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WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

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FOR AND WITH WINTER DAYS COMES THE NEED FOR WARM CLOTHING FOR

MENS' WEAR

One of our most important sections is our Mens' Wear section—entrace in Szechuen Road. This is now fully equipped for quick service with goods that reflect the taste of our London Buyers. Here are some of our leading values but you can see many other lines.

IN OUR ARCADE WINDOWS—BRILLIANTLY ILLUMINATED EVERY EVENING

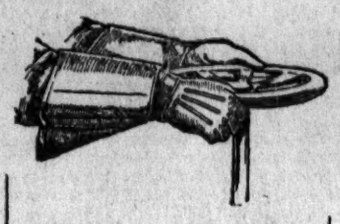
MENS' WEAR

Smart Snappy
Model E23 a.
This model is suitable for business wear because of its superior quality and smart appearance. In shades of Brown, with band and brim to match.
Our Price $14.50 each

A WINNER
The "Regimental" Tie
An open-end Tie with suitable stripe patterns of Regimental colours or Club designs.
Our Price **$2.50** each

Useful Wearing Qualities
The "TUDOR" Shirts
Made up of the very best quality Flannel with a soft finish, in plain shades or stripe designs. This shirt is worth double to-day's prices.
Our Price **$6.50**

THE MODE OF THE MOMENT
Model E23
A very smart hat for dress wear, in a light Grey shade with Grey bound edge brim. Exceedingly stylish as now worn.
Our price $16.50 each



Motorists note these
Gent's Tan Cape Lined Motoring Gloves
Very neat, dressy and warm.
OUR PRICE
$15.00
pair

Gent's Silk Open End Ties
With broad stripes in the very latest colourings. As now worn.
Our Price **$1.50** each

A NEW MODEL
Model E23b. "FAIRMONT"
A high grade of Plush Fur Felt, in a smart Cordovan shade. Exquisite in style. Distintive in appearance.
Our Price **$31.50** each

A Fine Value
Gent's Union Flannel Shirts
With stripe design for present day wear.
Very suitable for cold days.
Our Price $4.50 each
Better quality
Our Price $6.50 each

After The Hard Game At Soccer Wear
A "SPORTSMAN" natural wool cardigan. An excellent garment of comfort warmth and durability.
Sizes to fit all men. Our Price **$15.50** each

The JAEGER all-wool white sweaters with high double collar.
All sizes in stock.
Our Prices **$14.50 $17.50** and **$19.50** each

Gent's Boating sweaters with coloured neck bands. JAEGER Manufacture.
Our Prices **$16.50** and **$17.50** each

Here's Big Value
White Cambric Handkerchiefs
Size 18 by 18 inches with 1 inch hemstitched; very soft finish and of good appearance, suitable for every day use.
Our Price **$2.50** dozen

Good wearing
Gent's Plain Black Cashmere Half Hose. Guaranteed fast dye, not d for hard wear.
Our Price $1.50 pair
Black Cashmere Socks stocked in plain or ribbed cashmere. Suitable for the present season.
Our Price $2.00 pair

A cosy one for the mere men
Gent's Cotton and Wool Dressing Gowns
In Dark Grey shades, with corded edges collar and cuffs.
Our Price $19.50 each

Reliable Goods
The noted "JASON" Socks, in assorted sizes in plain Black cashmere wool, with spliced heel and toe, giving strength and durability to the wearer. Exceedingly good value at
OUR PRICE $1.50 PAIR

Big Value in Warm Wool Sweaters
GENT'S COAT SWEATERS
For Winter wear in assorted shades of Grey, Lovat and Brown Mixtures. Very warm and dressy.
Our Price **$15.50** each

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In the newest shades of Grey. Exceedingly comfortable and warm for every day wear.
Our Price **$10.50** each

Gent's Wool Cardigans
The "Flying Wheel" brand in Dark Green Heather mixtures. Design as above. Best possible value. Our Price $13.50 each

A SPECIAL BARGAIN FOR BIG MEN
15 Suits Jaegers Pure all wool combinations. 45 inch chest. K. K. quality. An odd lot. Priced cheap at
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The "Jason" Natural Wool Pants
In medium weight and soft finish, with spliced seats.
Our Price **$7.50** per pair

Warm and Woolly
Fleecy Knit Mufflers
In dark Brown shades only; very warm and comfortable for the cold season.
$3.75 each

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Gent's Plain Front Dress Shirts
For evening wear. Made of good quality longeloth with superior finish.
odd sizes only
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"Jaeger" Pure Wool Muffler
Fleecy knit and is delightfully soft and warm, in plain Fawn shades only.
OUR PRICE $4.50 EACH

For Office Wear
Model E25 a.
A smart model of best English Velour in Grey shades, with band to match, For dress wear. Very stylish
Our Price $18.50 each

We are noted for Slumber Wear Quits
The "Flangola" Pyjama Suits
For the present season's wear. They are very warm and comfortable and give entire satisfaction to the wearer.
Our Price $7.50 per suit

Gent's Union Flannel Pyjamas
In very smart stripe patterns.

Sizes	SM.	M.	and	OSM.
	34	36 by 38	40 to 42	inches

Try these for comfort.
Our Price **$8.50** per suit

Gent's Flannel Pyjama Suits
In very choice patterns with broad stripes. Very comfortable and warm for the cold season.
Our Price **$12.50** suit

The "SAVONA" Gown
A heavy quality Gown made from a rough natural fleece, in well selected shades. Good value at
Our Price **$29.50**

JASON
The all wool garment that does not shrink,
For the cold season. A medium weight quality wool that will not shrink, but gives the wearer a warm and comfortable feeling and is appreciated by all wearers of "Jason."
VESTS, S.S. **$7.50** each
PANTS, ankle length **$7.50** pair

This is a special Value
The "High Rock" Fleecy Vest
With a very low price for the excellent wearing qualities it contains. Sizes 34, 36, 38, 40, 42 ins.
Our price **$3.00** each

The "High Rock" Fleecy Pants
ANKLE LENGTH. A sure protection against the severe cold weather. They are the climax of comfort.
Our price **$3.00** pair

A NATTY SHAPE
Model E 16
HARD FELT HAT
Very good quality, with medium crown and brim. Lined with silk. Noted for hard wear.
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TERMS — CASH **NO CREDIT**

RUM-RUNNING ON CANADIAN BORDER

Dominion Official Says That The Law Is Violated Hundreds Of Times Daily

CUSTOMS MEN INDIFFERENT

Great Exient Of Border Territory Makes The Detection Of Liquor Difficult

Montreal, September 18.—Discussing the unlawful traffic in liquor across the border between Canada and the United States, a Canadian official expresses his belief that the law is being violated hundreds of times daily all along the border from Seattle to Maine, and says he has grave doubts if it can ever be enforced so long as the transportation of liquor from one part of Canada to another remains legal, as at present, unless the United States authorities put armed guards every hundred yards on the line from Vancouver to Winnipeg and every fifty feet or so the rest of the way across the continent.

The Detroit rum runners have had a good deal of notoriety, but, in the opinion of the official, the smugglers are not a great deal more active in Michigan than in Maine, Vermont and New York and all along the line of the St. Lawrence and the Great Lakes.

So far as the official has been able to discover, there seems to be little anxiety or activity on the part of the American officials to prevent the transportation of all kinds of liquor across the international line. For the last two weeks or so he has been watching things from the Canadian side and says he has seen no evidence that any one cares whether liquor is taken into the States or not. He instances the Lake Champlain district, where are fifty roads leading from Quebec across the line, and on every one of them, he says, an automobile loaded with liquor, or even old Dobbin hitched to a wagon similarly freighted, is in about the same danger of being apprehended as a cigar salesman on Broadway.

This, he says, is the explanation of the present state of affairs:

CUSTOMS OFFICES FAR APART

On the Vermont side of Lake Champlain the nearest United States Customs official is at Highgate and the next one at Swanton. Highgate is about five miles from the Canadian border and Swanton is ten or twelve. Automobilists from the United States who cross into Canada are supposed to report themselves on their outgoing and return trips. If they take care to come too close to the customs office either at Staramand or Phillipsburg, on the Canadian side, there is no obligation to report to the United States official, who would not know whether the tourist had crossed the border.

Even supposing the automobilist does care to comply with the formality of calling at the United States Customs House, he has about five miles of road and thousand opportunities of getting rid of his cargo before reporting. Some persons have even been known to drive right up to the Custom House with a case or so of "hard stuff" aboard, and on their assurance that they had nothing of a dutiable or contraband nature they have been allowed to go on their way rejoicing.

In the first place, most customs officials on either side of the line do not like the idea of having to carry out the duties of whiskey plotters, and, on the other, what customs official could imagine that an automobilist with a load of "hootch" aboard would have the temerity to run right into danger?

From all that can be seen, the customs officials are the only persons a whiskey runner has to fear along the Quebec border. Montreal citizens who have made the trip into the States, either over the King Edward Highway and through Rouses Point into New York via St. Johns, Phillipsburg and so into Vermont, or over the longest route of the Quebec boulevards and the Lewis-Jackman Highway into Maine, have been amazed at the evident lack of inspection. One crosses into the States without even knowing it, unless he knows where the border line is or has the small concrete posts that mark the boundary pointed out to him.

One may get himself into trouble like the four youths who drove into Phillipsburg and failed to stop at the Custom House. It happened on that occasion that two members of the Royal Mounted Police were in the village taking a look into things. They held up the car and wanted to know why it hadn't stopped. The boys' reason was that they had only a few miles to cover to get to a "blind pig," but they did not tell the Government police that. Instead, they told them that it was none of their business, only in more forceful language. The upshot of it was that they were hustled out of the cart, and it will be put up for auction some of these days by order of the Canadian customs authorities.

SMUGGLING BY MOTOR BOAT

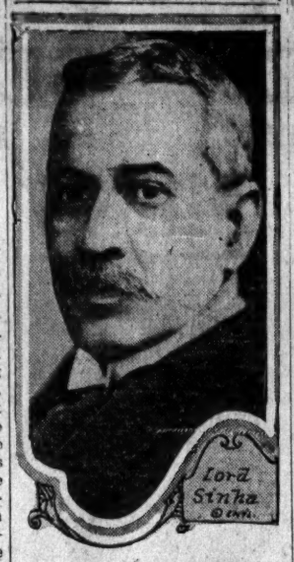
However, it is by way of motor boat that most of the liquor is transported around the Lake Champlain district. With their use one does not even have to worry about customs officials. It is a mere matter of a half hour's run or so from the Canadian end of Lake Champlain to the New York or Vermont side and there are any number of places one may land within five minutes' walk of a roadway good enough for a car to pass over. It is a small matter to make the transfer, and, as there is no suspicion of the automobilist having passed into Canada, no one suspects what may be aboard.

All in all, it has been a successful season for the smugglers, for the supply in Quebec is unlimited and the price is moderate, while on the other side of the border the demand is brisk and prices are fixed accordingly. When one is able to make anywhere in the vicinity of $100 on a case of a dozen bottles of whisky, it is only to be expected that such a lucrative line of business will appeal to many. So far no one seems to have thought of using an airplane in this vicinity, though it was reported some time ago that such a means had been tried out in the West and found successful.

Elkhart, Ind., September 18.—Two policemen this morning became inquisitive about two automobiles which had stopped at a garage here for repairs, and as a result five Detroiters—four men and a woman—are in jail here charged with bootlegging. The officers found 158 quarts of bonded Canadian whisky in sacks in the car.

The persons arrested, who said they were enroute from Detroit to Chicago, were Bert Norton and his wife, Helen, Harold Dimmer, Arthur Foss and Harry Woodard.

Indian Under Secretary Resigns Office



Lord Sinha has resigned his office as Under Secretary for India. It is reported his resignation was caused by the refusal of the British Government to name his superior, Secretary Montague, as Viceroy for India. He and other Indian leaders had insisted on this measure because of Mr. Montague's firm stand in condemning the Amritsar massacre. Lord Sinha is a native of India and studied law in England.

THE man who would forge to the front in this competitive age must be a man of prompt and determined decision. Like Caesar, he must burn his ships behind him, and make retreat forever impossible. Prompt decision and sublime audacity have carried many a successful man over perilous crises where deliberation would have been ruin. Are you still undecided about WILDER'S MUSK, if so it won't be for long. Forget all the other trade names by which Musk is known but remember WILDER'S MUSK, genuine Musk-minus the pods, protected by the world-renowned Trade Name "WILDER'S MUSK." A one or two-ounce sample of WILDER'S MUSK (minus pods) will be sent you on receipt of Chinese Postal Money Order. Price, Prepaid, $40.00 per ounce. No extra charges. Address: MR. ELLY WIDLER, TATSIENLU, SZECHWAN, PROVINCE.

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UNITED STATES OF AMERICA
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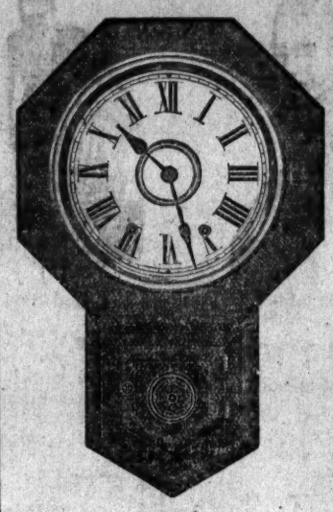

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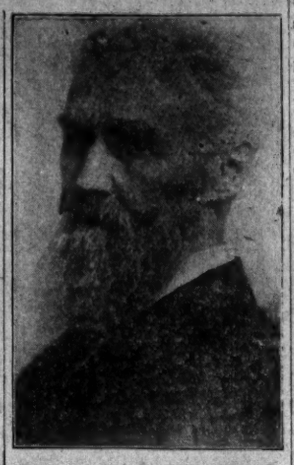
KD

Dr. G.F. Fitch To Observe Fiftieth Anniversary Of His Arrival In China

Former Head Of Presbyterian Mission Press Came Here Nov. 5, 1870

The 50th anniversary of his arrival in China will be celebrated on Thursday by Reverend George Field Fitch, D. D., one of the oldest American residents of Shanghai and one of the first foreigners to reside in Soochow. The completion of Dr. Fitch's half century of fruitful service in this country will be quietly observed at the home of his son, George Ashmore Fitch, 50 Dixwell Road, where Dr. Fitch will hold reception from 4:30 to 7 o'clock.



REV. GEORGE FIELD FITCH

Born in Avon, Ohio, 75 years ago, Dr. Fitch was graduated from Adelbert College, now Western Reserve University, in Hudson, Ohio. He was of the class of 1866. Three years later he finished his course in Theology at Lane Theological School in Cincinnati, served a pastorate for one year and then sailed for China under the Presbyterian Board of Foreign Missions, arriving in Shanghai on the 5th of November in 1870.

TO SOOCHOW 48 YEARS AGO

Five years later Dr. Fitch was transferred to Soochow, remaining there for ten years. From 1885 to 1888 he was at Ningpo and since 1888 has been as resident of Shanghai, where he is best known for his work in connection with the Presbyterian Mission Press.

Shortly after completing his theological course he was married to Mary McClellan of Fremont, Ohio, a graduate of Painesville Seminary, which has since become Erie College.

ASSOCIATES PAY HOMAGE

Dr. Fitch's work in China is best told by two of his associates, Mr. Gilbert McIntosh and Dr. A. P. Parker of the Presbyterian Mission Press. They are intimate sketches of some of Dr. Fitch's achievements during his 50 years in China.

Mr. McIntosh's tribute follows:

"It is a great privilege to participate in the tributes to Dr. Fitch on the fiftieth anniversary of his arrival in China; and in sifting the reactions of many years' happy and helpful intercourse with Dr. Fitch the characteristics of strength, wisdom, justice and graciousness seem most prominent and significant.

"Others can speak of Dr. Fitch's life and work up to 1888 when he was appointed superintendent of the Presbyterian Mission Press but from the year 1890 when he invited me to become his colleague the opportunities of appreciating his influences and activities have been unique and constant. The daily contact and mutual planning naturally afforded an insight into motives and methods. The former lifted everything on to the highest possible plane, whilst the latter were fruitful of the best results.

GROWTH OF MISSION PRESS

"During the many years of his identification with the Presbyterian Mission Press, it had a history of continued development and his early property experiences in other stations, coupled with his characteristic foresight, led to the building of he Lowrie Memorial Church in 1895, the purchase of land for the present works in 1899, and the erection of the present building in North Szechuen Road in 1902-1903.

"On Dr. Fitch's retirement from the active superintendentship in 1914, the Board of Foreign Missions of the Presbyterian Church in U.S. A. wrote as follows: "The Board desires to place on record its appreciation of the long and notable service which Dr. Fitch has rendered, by which he has endeared himself to the whole missionary body in China, and has served not only the Press and the Missions of the Board, but the whole cause of Christ throughout the Mission."

LOVED BY CHINESE

"In connection with his work in the Press Dr. Fitch gained the respect and love of a wide circle of Chinese. His fine sense of equity, his unruffled and courteous spirit, his sympathy as well as his wisdom and tact, all combined to win and keep friendship among all classes. Naturally many sad stories and complex situations were brought to him and his counsel and help bore fruit along many lines. But his treasurership in connection with the Presbyterian Mission, before the present separate establishment was set up, opened up avenues of usefulness which were as taxing as they were onerous. The purchases Dr. Fitch had to make were on a liberal scale that included both needle and anchor and much more beside.

"Big financial transactions and small petty commissions were handled with faithfulness and willing efficiency. Inevitable for many years this meant much entertaining, and many missionaries looked to the home of Dr. and Mrs. Fitch as a haven and a heaven on earth. Much more could be said along this line but the memories are too tender and sacred for amplification.

WORK IN 1907 FAMINE

"The important position Dr. Fitch occupied meant participation in many activities for the benefit of the community and China as a whole. Not only did he do faithful work on many committees but he gave personal service of a painstaking kind. Not only did he stir up others to help in providing relief in the famine in North Kiangsu and Anhui, in 1907, but he personally paid a visit to the famine districts to participate in the distribution of funds.

"Mention ought to be made of Dr. Fitch's long connection with the Chinese Recorder of which he was editor-in-chief for many years, and his helpful share in various phases of literary work. The hymnology of China, for instance, is all the better for the musical gifts, wise advice, and frequent labors so freely at the service of all engaged in this important work.

"It is impossible to exhaust all the activities that have filled a busy and fruitful 50 years in China. Dr. Fitch's many friends, while expressing thankfulness for all he has accomplished and the inspiration he has afforded, wish him still further fruitful years in the land for which he has labored so faithfully. His long experience, good judgment, and accessibility to people's hearts will make these later years bear expectional fruitage."

MR. A. P. PARKER'S TRIBUTE

The following was written by Mr. A. P. Parker, one of Dr. Fitch's early associates:

"Dr. Fitch and I were contemporaries in Soochow in the '70's and the '80's. He belonged to the American Presbyterian Misson and I to the American Southern Methodist Mission. He built the first foreign residence in Soochow in the southern part of city, near a little bridge called Mo Hang Chiao, and I built the second one near the south east gate of the city.

"Dr. Fitch's work was the daily preaching of the gospel in the street chapel and itinerating among the towns and villages in the region of Soochow to preach and distribute christain books and tracts. He and I were members of the committee that was engaged in translating the New Testament into the Soochow dialect. The Committee often met at his house to do their work.

"Dr. Fitch was a member of the Soochow Literary Association whose object was the study of Chinese literature, and he frequently prepared a review of a Chinese book and brought it before the Association for discussion."

Scotch Warned Of Dry 'Horrors'

35,000 Startling Posters And Countless Leaflets Scattered Widely By Wets

Glasgow, September 5.—Scotland is now in the midst of the opening skirmish of the battle between the "Pussyfoots" and Wets, which will culminate in the November elections. Not that there is any chance of any part of the country really going dry.

The most that Scotch Prohibitionists can achieve is to close up public houses in districts where they can get enough votes. There is nothing in the Scotch "local veto" law to prevent the manufacture of liquor, its purchase for household consumption or its sale in restaurants and clubs.

However, the Scotch drys are satisfied that they will be able to make large areas of their land fairly arid when the issue is voted on, and that they will thus secure a large advance toward ultimate complete Prohibition.

Prediction is made by the Drys here that at least twelve out of thirty-eight wards of Glasgow will vote for "pubs." The dry forces, in fact, expect to get a larger Prohibition vote in the great congested city districts in Scotland than in rural areas, in which latter places the public house question is not so pressing.

Both the printed and spoken word are being hurled back and forth between the contestants. Thirty-five thousand posters flaunt the "horrors" of prohibition before the faces of the male and female drinkers of Scotland. Innumerable leaflets appeal to the "Liberty Loving Scottish People" to resist "American Dictation." There are wet labels on liquor bottles. The paper bags in which tea is sold in licensed grocery stores extol the merits of alcohol.

Both sides are making house-to-house canvasses for votes, and are holding public meetings at which "yo pays yo money and yo takes yo choice."

C. A. Windel of Chicago, editor of Brann's Iconoclast, is the latest of a number of American dry speakers engaged by the Prohibition forces to lecture in the campaign.

However, Colo Robert Kyle, the Organising Secretary of the National Citizens' Council, as the Prohibition Campaign Committee is called, vigorously denies that any American money is being used by the drys in their fight. The American speakers in Scotland are there at the invitation of the Scotch drys and are being paid by the latter's organisation, it is said.

The Defense Council, as the campaign committee of the liquor interests is called, is using constructive methods of reform as well as mere oratory and printers' ink to stave off the threatened drought. Its program includes the improving of public houses by supplying cheap and good food when required, the reducing of the number of "pubs" in over-licensed districts, the granting of new licenses when needed by transferring licenses from overcrowded districts, restricting drink hours and severely punishing habitual drunkards.

Bernhardt's Auto Gets Sixteen Punctures

Paris, September 15.—Mme. Sarah-Bernhardt was delayed one whole day in coming from her country home at Belle Isle, the automobile acquiring sixteen punctures. But very soon after her arrival here she was out shopping, showing no sign of fatigue.

She contradicts the rumor that she is about to make her farewell appearance but has no present intention of going to the United States.

Next month she will open her own theater in Paris appearing in a play entitled "Daniel" by an anonymous author.

Eaten up with Rheumatism But DeWitt's Cured him

Another splendid triumph for Famous "Proof Cure"

Do you suffer from rheumatic shooting pains in the limbs and stiff aching joints?

Few people know the real cause of these troubles and how they lead up to awful diseases that cause thousands of deaths every year.

Those who are inclined to kidney trouble should be on the look-out for symptoms which will prove to them whether their kidneys are weak or not, and these symptoms should not be overlooked or disregarded, because serious and incurable forms of kidney and bladder disorder start with very slight symptoms, and gradually get worse. How are you to recognise kidney and bladder trouble? Just ask yourself the question, "Have I any of the following symptoms?" Have I a nasty taste in the mouth first thing in the morning, puffiness under the eyes, general feeling of weakness and irritability, aches and pains in various parts of the body? Have I constipation, cloudy urine, or sharp stabbing or aching pains—a pain "as though my back will break"? These are the sure and certain symptoms of kidney trouble, and those who suffer from backache, rheumatism, gout, sciatica, gravel, stone, cystitis (inflammation of the bladder), or pains in the muscles and joints, are all suffering these pains through weak or diseased kidneys, for these are positively the symptoms of kidney trouble.

These signs of kidney or bladder trouble are caused by the poisonous acid in the blood which the kidneys should remove, but they do not, owing to their being in a weak state.

The kidneys are the filters of the body, and it is through them that the impurities from the blood pass out of the system. If the kidneys are out of order, these impurities, which take the form of tiny jagged crystals of uric acid, are held up in the body, causing those rheumatic twinges in the joints and muscles and stabbing pains in the back. Other ways in which kidney trouble shows itself are headaches, nervous debility, swollen feet, bad breath, constipation, and weakness of the bladder. You cannot have good health and spirits while this poison is in your system. Bright's Disease is one of the deadliest of modern complaints, and if you neglect any kind of kidney or bladder weakness, you are running a serious risk. It is dangerous to delay. It is no longer necessary to suffer. Here is the story of a man who was cured completely of kidney trouble.

Mr. THOMAS THOMAS. (from Photo).

Mr. Thomas Thomas, of Park Side, Tredegar, says:—"For four or five years I was eaten up with rheumatism. My arms and legs swelled so badly that I had to hobble out on crutches. Sometime I had to crawl up and down the stairs on hands and knees, the pain was so terrible. After I had tried many doctors and advertised remedies, without success, I was advised to try De Witt's Kidney and Bladder Pills. I was surprised and delighted at the relief I obtained after the first dose. I continued with them, and got rapidly better, and could soon get about without crutches. I have been able to walk and work in comfort ever since that time, and I feel I owe a complete and wonderful cure to De Witt's Kidney and Bladder Pills.

De Witt's Kidney and Bladder Pills go straight to the kidneys, instead of merely regulating the bowels, as most so-called "Kidney Pills" do. This is the secret of their marvellous efficacy.

They are so finely compounded that they pass from the stomach straight into the kidneys and into the bladder. This is positively proved to you when you see that blue-coloured urine. There cannot be any doubt—this very fact alone proves that De Witt's Pills have been just were you require them to go, the kidneys and the bladder. You see it for yourself.

If your kidneys are healthy you make a fair bid for general good health and spirits. Many people's lives are made a burden by those tiring, weakening, backache pains, those rheumatic twinges in the limbs, those burning bladder pains, and discomfort, and the irritability and depression that is always a sure sign of kidney and bladder weakness. These symptoms are the forerunners of rheumatism, gout, lumbago, and bladder inflammation, that make life an incessant torture, or the terrible Bright's disease that causes so many death every year. A proper kidney remedy, properly administered, will remove from the system the poisons which cause all this pain and disease and promote normal good health and outlook.

Within 24 hours they are absolutely guaranteed to relieve the pain, and a blue tinge in the urine proves to you, for your own satisfaction, that the healing properties have passed right through the kidneys and bladder. They hardly ever fail to effect a permanent cure.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

FROM SUEZ TO THE PACIFIC

where the exigencies of climate demand a pure, wholesome whisky, there you will hear with regular monotony, the oft-repeated cry—

"Boy! Bring me JOHN HAIG"

The Mellow and Mature Scotch Whisky that has stood the tests of connoisseurs; that is manufactured by the oldest whisky distillers in the world.

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LEAGUE TO ACT FOR FOUR NATIONS

Stirring Scene As Poles And Lithuanians Shake Hands And Agree To Stop Fighting

COUNCIL & PUBLIC CHEER

Finland Decides To Accept Investigation Of Dispute With Sweden

Paris, September 20.—The ninth session of the Council of the League of Nations adjourned today after having smoothed out difficulties between four nations in controversies which at one time threatened to result in war.

Through its action in the Polish Lithuanian crisis the Council succeeded in getting the two countries to agree to an immediate suspension of hostilities pending a settlement of their dispute, which both sides agreed to accept.

The Aland Islands question likewise is considered in a fair way for settlement. A Finnish reservation which at first appeared seriously to cloud the issue was explained as not offering an insurmountable difficulty and as having been made largely for technical reasons.

League officials explained that although neither Finland nor Sweden was legally bound to accept the League's decision, they were morally bound to do so. It was further pointed out that a settlement "if backed by public opinion would virtually compel acceptance."

Count Quinones de Leon, Spanish Ambassador to France, and Baron Keishir-Matsui, the Japanese Vice Foreign Minister, have been appointed to represent the League of Nations in the settlement of the Polish-Lithuanian questions, and it is expected that at least a tentative decision will be ready for the approval of the League Council at its October session.

CALLED HALT TO FIGHTING

The Polish-Lithuanian accord came after the Council had passed a resolution calling on the countries to cease hostilities immediately. The resolution asked Lithuania to adopt the provisional line of the frontier fixed by the Supreme Council in December last and withdraw her troops from the territory to the west of the line, while Poland was asked, during its war with Soviet Russia, to respect the neutrality of the territory occupied by Lithuania east of the line of demarkation fixed by the Supreme Council.

Acceptance of the League's arbitration came in a most dramatic manner at the public meeting of the Council. The delegates and spectators seemed pessimistic as to the probability of an agreement being reached, when Ignace Jan Paderewski, Polish delegate to the League of Nations, arose and made a stirring speech in which he said Poland desired to be in complete peace with Lithuania and had full confidence that Lithuania also desired peace.

The Lithuanian delegates, headed by Foreign Minister Woldemar, walked over to the Polish delegates and warmly shook hands with them amid cheering by the spectators and delegates, marking the first instance in which the League's mediation has been accepted by countries virtually in a state of war. M. Woldemar said he had full confidence in the spirit of fairness of the Council of the League and would abide by its decision.

Finland also ironed out her difficulties with the Council by accepting, with certain reservations, the report of the Council on the Aland Islands question, which calls for an investigation by three commissioners. These reservations as given out by M. Enckell, Finnish Minister in Paris, were that Finland retains the right to continue to maintain the viewpoint that Finnish interests are so interwoven with sovereighty over the Aland Islands that Finland alone has the right to decide whether there shall be a plebiscite. Sweden, however, is urging the League to hold a plebiscite.

Leon Bourgeois, the French representative in the Council, speaking at the opening of the session asserted that submission of the Lithuanian-Polish and Aland Islands disputes to the Council was the best augury which had developed for the future of the League of Nations.

APPROVES GENEVA

The Council today approved the purchase of the Hotel National in Geneva as the future home of the League.

Definite transfer of the districts of Eupen and Malmedy to the sovereignty of Belgium was recognised, following an investigation of the protests filed by Germans against the plebiscites.

The Council ratified the appointment of Dr. A. Hector of Saarlouis as member of the Saar Basin Governing Commission and accepted the resignation of Herr Alfred von Bock from the same position. Von Bock resigned following the strikes and other difficulties in the Saar Basin last July.

BIG MASSACRE TO END RED REGIME

General Sakharov Predicts Russia Will Rise Against Bolsheviki

ALL CLASSES AGAINST IT

Investigated Situation In Wanderings From Volga To Pacific Ocean

BY C. VANDERBILT JR.

San Francisco, Sept. 15.—Lieut. Gen. C. V. Sakharov, at one time Chief of Staff for Admiral Kolchak, accompanied by Colonel Vorobieff of his personal staff, as well as two Cossack orderlies, arrived here incognito last night from Yokohama. He is on his way to Washington to make a complete report on the latest Siberian and Eastern Russian situation to Secretary of State Colby, as well as to M. Bakmetieff, the Russian Ambassador.

Sakharov was a Major General in the Czar's army for many years and at one time commanded the imperial Dragoons, a Cossack regiment which guarded the Court and every man in which was six feet except the General, who is short of stature. He is a graduate of the Imperial Staff School of the General Army. In 1919 he was sent to the German front in command of the Sixth Army Corps, which consisted of 80,000 picked Russians. He was twice wounded in action, but returned to duty.

When the Bolsheviki seized the Government he allied himself with the army of the Volga, which persistently fought the Red regime and which was later commanded by Denikin and Kolchak.

Two months ago he left Siberia with despatches and news for our State Department and the Russian Embassy in Washington. Later he will visit Denikin in London and then join General Wrangel in Southern Russia to act as his Chief of Staff. General Shakharov is writing a book on the causes and cure of Bolshevism, which he expects to complete for publication in December.

"It is my opinion," he said today, "that Bolshevism will not last much longer, and that as soon as it starts to go to pieces it will tumble with such a great fall that not any or all of the Red element in the world can ever put it together again. When it commences to crumble there will be a massacre of its tyrants that will appall the nations.

"But the fall of Bolshevism will come only from within the great walls of Russia herself. I have talked with peasants, with the great middle class of my country, with merchants and with priests during a wandering trip on horseback, and when I could, by automobile, from the Volga to the Pacific Ocean. They are all against the type of government set up in Moscow, and which is shutting them off from the rest of the world. They are all tired of fighting, and soon they will rise in revolution that it will be impossible for the Bolsheviki to suppress. There are no large classes or parties in entire Russia who are for Bolshevism, which is imposed merely by a cunning, clever group of men who are strong enough in arms to keep down the timorous, sheeplike peasants. Personally, I think it is impossible for Bolshevism to continue longer than this Winter."

In conclusion General Sakharov said he believed that Wrangel's new army would be Russia's salvation as soon as the impending massacre of Bolsheviki had occurred.

A Cure at Last

Does it seem to you that you can't stand another minute of that awful burning itch?

That it must be cooled?

That you must have relief?

Get a bottle of the new liquid wash, Lavol, and just sponge it over the affected parts.

The very first drops stop that awful burning instantly!

The first drops soothe and heal!

The first drops give you a feeling of comfort that you have not enjoyed for months, or perhaps years.

Lavol

was discovered by one of America's most successful skin specialists and is bringing happiness to thousands who have suffered from the most terrible skin diseases.

Its work seems miraculous. All itching and pain stop instantly. Eczema of all kinds, pimples and scalp affections, ringworm, salt rheum, the dreaded psoriasis, no form of skin eruption seems able to resist this powerful yet mild and pleasant liquid.

For sale at all chemists' shops, druggists, etc.

D. D. D. Company, 38 Kiangse Rd., Shanghai

Good Morning! Making a Home for Your Car, eh?

This new car of yours wants a HOME, not simply a "garage." She's too pretty to be in a garage. In the first place, the roof must be good. You don't want to spoil her beautiful coat by a leaky roof. Neither do you want the seats as cold and damp as a "pig bin."

The interior mechanism would rust, so would the bolts, nuts, axles, if your roof should allow moisture to get down.

We were on the roof of a little Ford the other day. Certainly you ought to watch him singing, dancing, juggling around to get out of his little home and racing down Nanking Road with a roar!

Well, we've been on the roofs of a number of garages. The owners all seem to like us.

Shall we get acquainted?

Yours Very Truly,

Certain-teed

Roofing

P. S. That's right, Andersen, Meyer & Co., Ltd., 4 Yuen Ming Yuen Road, or Central 778.

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BRITISH OFFERING MUCH TO IRELAND

Ready To Grant Self-Government In South And West, Declares Beaverbrook

HE PRAISES U. S. 'MOVIES'

Peer And London Newspaper Owner Sees A Great Future For The Films

New York, September 21.—England would gladly dispose of the Irish question by granting self-governmnnt to the South and West of Ireland if the Sinn Fein were not blocking the way with an ambition to hold sway over the whole of Ireland, declared Lord Beaverbrook, former head of the British Ministry of Information and owner of The London Daily Express, yesterday. Lord Beaverbock was the guest of Adolph Zukor, President of the Famous Players-Lasky Corporation, at a luncheon in his honor at the Ritz-Carlton attended by leaders in the motion picture world.

"I'm told that many of you are displeased with England's management of Ireland," said Lord Beaverbrook. "There isn't a man in England who wouldn't welcome a settlement of this question, not one who would not grant Ireland a measure of self-government, that is, the South and West of Ireland. But Sinn Fein asks for a republican form of Government, an undivided Ireland, control of the North as well as of the South.

"I think I truly represent the character of Lloyd George in this matter when I say that I know he would do all in his power—make any sacrifice—to solve this long standing and vexing problem. Ireland herself, with factions and civil strife, stands in the way."

Lord Beaverbrook is a Canadian, and as Sir Max Aitken was official eyewitness with the Canadian troops on the front in France throughout 1915. In December, 1916, King George conferred a peerage on him and he assumed the title Baron Beaverbrook. He has been close to the Lloyd George Government and filled various offices under it. In February, 1917, he was appointed Chancellor of the Duchy of Lancaster and head of the then newly established Ministry of Information. He succeeded Sir Edward Carson in the Information Department.

MOTION PICTURES IN WAR

As Minister of Information he said he called upon the motion picture men of Great Britain to rouse the people to their great peril.

"Without the aid of the films there must have been a great delay in the final victory," Lord Beaverbrook added. "The motion picture in England has never received its proper credit. Indeed, in many circles over there it is still looked upon as a sort of sideshow at a circus; it is my chief determination to overcome this prejudice. American pictures are far in advance of the pictures on the continent and in England. We are not rivals of yours. We're only friendly imitators."

Touching briefly upon Anglo-American relations, Lord Beaverbrock said:

"Although I am entirely opposed to union, associations and organisations and the like to promote better feeling between America and Great Britain—opposed to any machine-made efforts to bring us closer together—I know that there is nothing now nor will there be anything in the future, that will sever us in our common objects.

The feeling in England is one of great admiration and respect for America. We know the plight we were in when America came to help us. We know, too, to what extent our resources were exhausted and how our morale was lifted and how comforting it was when we had your armies with us. I know, therefore, that the feeling in Great Britain is one of affection for the United States.

DENIES BRITISH HOSTILITY

"I have been told that there is a feeling of hostility in the United States toward Great Britain. I have also been informed that there is a feeling of hostility in England against America. But I want to tell you that the antipathy of the men of Liverpool toward the men of Manchester is far greater than any antipathy of Englishmen toward Americans."

William A. Brady, President of the National Association of the Motion Picture Industry, when he introduced Lord Beaverbrook declared that the English newspaper proprietor represented the theory that England and America must be friends.

E. F. Albee, head of the B. F. Keith enterprises, recalled the days when the late B. F. Keith and he exhibited the first motion picture in this country at the old Union Square theater. Jesse L. Lasky, Vice President of the Famous Players-Lasky Corporation, predicted that in the future the great historical film dramas would come from Europe, while the United States would continue to maintain its lead in the field of modern life. Mr. Zukor described Lord Beverbrook as the stanchest friend in England of the American motion picture industry.

YOUNG HARRIMAN CAN SEE GREAT SHIPPING FUTURE

Son Of 'Little Wizard' Of Wall Street Thinks It Important In U. S. Growth

(From the New York World)

It required a lot of nerve on the part of a great American business corporation to enter into an amicable trade agreement with a great German business corporation such as the agreement which was perfected a few days ago between the American Ship and Commerce Corporation and the Hamburg-American Line.

The requisite nerve was furnished by W. A. Harriman, the 28-year-old son of the late E. H. Harriman and the transaction proves that young Harriman has inherited the qualities which made his father the most powerful factor in American transportation—vision, courage and the spirit of business adventure.

W. A. Harriman occupies today in the world of shipping a position analogous to that occupied by his father in the railroad world fifteen years ago. The elder Harriman achieved results by what might be called direct action methods in business. The policy of the young man which has enabled him to control, wholly or in part, steamship routes connecting the ports of the United States with not only the principal but the most remote points of the rest of the world, has been one of conciliation.

UNKNOWN TO THE PUBLIC

Young Harriman, although well known in financial circles, is practically unknown to the public. Since 1913, when he was graduated from Yale, his name has seldom appeared in the newspaprs, and when it did appear there usually was nothing in connection with it to identify him as the business head of the E. H. Harriman family, with assets amounting to 50 million dollars.

This publicity shy young captain of industry is a most engaging personality. He is half an inch over six feet tall, well proportioned, slender and rather diffident in manner, except in business transactions, when he is as direct, as keen and as confident in his own judgment as was his dynamic father. Save for the expression of the steady dark eyes under heavy straight brows there is nothing about the tall wizard of international commerce reminiscent of the little Wizard of Wall street.

IMPORTANCE OF SHIPPING

"I am in shipping because I consider it the most important matter connected with the growth and well-being of the United States" he said when asked why he became interested in shipping. "I am anxious that young men of ability and spirit shall look into the shipping business and come to a realisation of the great opportunities it offers to American youth.

"My confidence in our country, in our people and in our government is unlimited, and that is why I am devoting all my time to the advancement of what I consider a vital necessity on our national life."

Mr. Harriman has always been a hard worker. From his early boyhood he was his father's companion and confidant. On his graduation from college he went into the offices of the Union Pacific in Omaha and studied the trasportation business in all its phases. Previously he had spent his vacations as a workman in the Omaha roundhouse and shops had fired a locomotive, and when his father was stricken in 1909 he was in the wilds of Oregon with a prospecting gang on an extension of the Oregon Short Line.

A HARD WORKER

"W. A." as he is known to his friends, is the head of the family. He took up the job seven years ago, dropped all sports and pastimes and has been a man of affairs ever since. Although he has a beautiful home at Arden, N. Y., he seldom sees it. For months he has worked from 7:30 or 8 o'clock in the morning until evening—often seven days a week—and his associates have cheerfully worked with him.

With him in his shipping enterprises are several of his college chums. Among them is Walter Camp, Jr., son of the famous Eli coach.

Men Of American Legion Hold Meeting In Cleveland

Cleveland, Ohio, September 29.—About thirty thousand former service men attended the second annual convention of the American Legion here on September 27, 28 and 29.

A parade on the opening day was one of the features of the gathering. All of the legionnaries will march. Sixty bands will furnish the music and the size of the parade freshened memories of the veterans of the time when the French peasants stood at roadsides to watch the men of the American expeditionary force marching to the front.

MAKE LEGION POWERFUL

Among the important questions discussed was that of the attitude of the legion toward a bonus for the 2,000,000 members of the legion, and the question of a drive to bring every eligible former service man within the fold. The aim of such a campaign, leaders state, would be to make the legion the most powerful, non-partisan, unselfish force in American affairs.

Following are twelve important questions the convention discussed:

An Americanisation program, having for its purpose the assimilation of the nation's alien population and aiding immigrants in learning American ideals, history and customs.

The fourfold bonus proposition: (1) Land settlement—former service men and women to receive $1.50 for each day of service, to apply on the purchase of land and government projects, or loans for buying equipment; (2) home aid, with $2 for each day of service, to apply on the purchase of a home or farm; (3) vocational training, with $1.50 for each day of service, to be paid within a year after the approval of the bill; (4) cash compensation of $1.50 for each day of service, to be paid as long as the recipients are obtaining education from the government.

CARE FOR WOUNDED

More adequate aid and care for wounded American soldiers.

Granting of immediate citizenship to all who served in the army and navy or marine corps.

Revision of the civil service regulations to make it easier for former service men to obtain public employment.

Decision upon a definite military or non-military policy.

Declaration of Armistice day, November 11, as a national holiday.

Drastic action for those who have proved slackers in the world war.

Opposition to the participation of legion men as members of the organisation in labor disputes.

Planning of membership drives to raise the present membership of 2,000,000 to twice that number.

Election of new officers.

Adoption of a "ritual" for initiation.

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HARDING DECRIES MEDDLING WITH AFFAIRS IN EUROPE

Declares It Stirs Up Discord And Strife Among Adopted Americans

BLAMES US FOR HYPHENISM

Says Neglect Of Foreign-Born Citizens Is Responsible For Divided Allegiance

Marion, Ohio, September 18.—Meddling abread threatens not only entangling alliances, but a country divided into national groups, according to Senator Harding, speaking from his front porch today to delegations of foreign-born citizens representing thirty nationalities, who came toMarion from New York Philadelphia, Cleveland and Chicago. Their visit was largely due to the work of Senator McCormick, who introduced them to Senator Harding, and the Foreign Language Division of the Republican National Headquarters.

One hundred and twenty-five foreign-born citizens from New York arrived this morning with Senator William M. Calder and John J. Lyons, Republican candidate for Secretary of State. Included in the delegation was James Walsh, Exalted Ruler of the New York Lodge of Elks and a member of Tammany Hall. There were several Italians, also Tammany members, who, it is said, will work for Governor Smith on the State ticket, but intend to vote for Harding.

Senator Harding warned the visitors of the dangers of "hyphenated" thinking and voting. Should voters organise in national groups, he said, the time might come when such a vote might have the balance of power and transfer control to a foreign capital.

Senator Harding said in part:

TO ALL AMERICANS

"You are, in large part, men and women of foreign birth, but I do not address you as men and women of foreign birth; I address you as Americans, and through you I would like to reach all the American people. I have no message for you which is not addressed to all the American people, and, indeed, I would consider it a breach of courtesy to you and a breach of my duty as a candidate for high office to address myself to any group or special interest or to any class or race or creed.

"Let us all pray that America shall never become divided into classes and never feel the menace of hyphenated citizenship.

"When the war clouds darkened Europe and the storm threatened our own country, we found America torn with conflicting hympathies and prejudices. They were not unnatural; indeed, trey were, in many cases, very excusable, because we had not promoted the American spirit; we had not insisted upon full and unalterable consecration to our own country—our country by birth or adoption. We talked of the American melting pot over the fires of freedom, but we did not apply that fierce flame of patriotic devotion needed to fuse all into the pure metal of Americanism.

"I do not blame the foreign born. Charge it to American neglect. We proclaimed our liberty, but did not emphasise the essentials to its preservation. We boasted our nationality, but we did not magnify the one great spirit essential to perfect national life.

"I like to think of an America where every citizen's pride in power and resources, in influence and progress, is founded on what can be done for our people, all our people; not what we may accomplish to the political or naticnal advantage of this or that people in distant lands.

"It was my official duty to sit with the Senate Committee on Foreign Relations when it was hearing the American spokesmen for foreign peoples during the Peace Conference at Paris. Under the rules, we could give hearings only to Americans, though many whom we had no right to hear sought to bring their appeal to the Senate, as though it possessed some sense of justice which had no voice in Paris. We heard the impassioned appeals of Americans of foreign birth on behalf of the lands from which they came—where their kinsfolk resided. No one doubted their sincerity; no one questioned their right to be interested. But for me there was a foreboding, a growing sense of apprehension.

DANGERS OF INVOLVEMENT

"How can we have American concord; how can we expect American unity; how can we escape strife, if we in America attempt to meddle in the affairs of Europe and Asia and Africa; if we assume to settle boundaries; if we attempt to end the rivalres and jealousies of countries of the Old World strife. It is not alone the menace which lies in involvement abroad; it is the greater danger which lies in conflict among adopted Americans.

This is the objection to the foreign policy attempted, not with the advice and consent of the Senate, but in spite of warnings, informally uttered. America wants the good will of foreign peoples, and it does not want the ill will of foreign-born who have come to dwell among us.

"Nothing helpful has come from the wiiful assumption to direct the affairs of Europe. No good of any kind has proceeded from such meddling in Russia. None in the case of Poland. None in the case of the Balkan States. None in the case of Fiume. On the contrary the mistaken policy of interference ha broken the draw strings of good sense and spilled bad counsel and bad manners all over the world.

"That policy, my countrymen, is a bad policy. It is bad enough abroad, but it is even more menacing at home. Meddling abroad tends to make Americans forget that they are Americans. It tends to arouse the old and bitter feelings of race, or former nationality, or foreign ancestry in the hearts of those who ought never be forced to turn their hearts away from undivided loyalty and interest given to 'America first.'

"I want America on guard against that ccurse which naturally tends to array Americans against each other. I do not know whether or not Washington foresaw this menace when he warned us against entangling alliances and meddling abroad, but I see it, and I say to you that all America must stand firm against this dangerous and destructive and un-American policy. Meddling is not only dangerous to us because it leads us into the entanglements against which Washington warned us, but it also threatens an America divided in her own household, and tends to drive into groups seeking to make themselves felt in our political life men and women whose hearts are led away from 'America First' to 'Hyphen First.'

SOUNDS WARNING

"For Americans who love America I sound a warning. The time might come when a group or groups of men and women of foreign birth or foreign parentage, not organised for the interest of America, but organised around a resentment against our Government interference abroad in their land of origin, might press by propaganda and political hyphenism upon our Government to serve their own interests rather than the interests of all America. It is not beyond possibility that the day might come—and may God forbid it—when an organised hyphenated vote in American politics might have the balance of voting power to elect our Government. If this were true, America would be deliveries out of the hands of her citizenship and her control might be transferred to a foreign capital abroad.

"I address this warning to you because, though it is a message to all Americans which you may spread widecast when you leave this spot, nevertheless it is of even greater importance to you, who were born on other soil, or whose parents were born upon other soil than it is to any one else in all the world. America is peculiarly your America. Men and women of foreign blood, indeed, are America. They have come here because, under our Republic, grown upon a firm foundation, there is liberty and the light of democracy which shines in the hearts of all mankind. America is yours to preserve, not as a land of groups and classes, races and creeds, but America the one America. The United States, 'America the everlasting.'"

Senator McCormick, in presenting the delegation to the nominee, assured Senator Harding that all his hearers shared a common repugnance for personal and arbitrary government, whether in its origin it be dynastic or elective."

"We know," he said, "that during late years there has been in high places much talk of common counsel,' but little of it. We know that in high places there has been much talk of 'freedom' and democracy. We know, too, that in this United States their exercise has been restricted or hampered by the interposition of the Executive.

"We know too, Sir, that when you have assumed the Chief Magistracy of the United States and that when those who believe with you have assumed their places in the Congress of the United States, we may count upon the sure and prompt repeal of these vast powers vested in the Executive for the prosecution of the war, and now unhappily usurped. We have learned from your own lips that we may expect the no less prompt declaration of the legal existence of that peace which for two long years has existed in fact. We hail today, in advance of their restoration, the re-establishment of the ancient rights of free election, free assembly, free press and free speech.

"We are sprung, I have said, from well-nigh all the peoples of old Europe. In our devotion to America we rejoice that under your leadership she will propose a plan for the codification of international law and for the establishment of tribunals through which justice may be done in lieu of that autocratic covenant conceived in haste and in hate, of which the end would have been the maintenance of empire by force, even though some of its proponents and supporters sought only the perpetuation of peace."

Senator Calder predicted that Senator Harding would have 100,000 to 300,000 majority in New York State. He based his prediction on the party enrollment. In Greater New York, he said, the Democratic enrollment exceeded Republican registration by 100,000, while upstate the Republican enrollment topped the Democratic registration by 400,000.

WANTS NO MANDATE OVER ARMENIA

Marion, Ohio, September 18 (Associated Press)—With the Chicago delegation visting Senator Harding today was Ferdinand W. Peck, of Chicago, who claims to be the oldest living native born citizen of that city. He is 72 years old, and built the Auditorium in Chicago.

Senator Harding attended a reunion of Marion County Knights of Pythias, of which he is a member, at a park here this afternoon, and made a short talk on "Fraternalism." He said he not only believed in fraternity of citizenship, but in a fraternity of nations; but that in playing America's role caution should be exercised. He alluded to efforts to have America accept a mandate over Armenia and said:

"While I want America to do its share, I do not want somebody else across the sea, to tell us what to do or how to do it."

He declared France and England had withdrawn their troops from Armenia in an effort to force America to accept a mandate; but asserted that America would do everything for Armenia except [illegible] America 5,000 miles away, "and plant the sons of this Republic there in the gateway between the Orient and the Occident to involve us in every conflict of the Old World."

Senator Calder of New York conferred with Senator Harding today on several matters, particularly the work in which he is engaged as Chairman of the Senate sub-committee to inquire into the housing shortage. This committee will make recommendations concerning the subject at the coming session of Congress in December.

Senator Harding commended the activities of the committee in the East and urged Senator Calder to have it visit some of the Western cities, especially Cleveland, Cincinnati, Chicago, St. Louis and other industrial enters where the housing situation is serious.

Big Fetes In Rome Honor Italian Unity

Addition Of Trent And Trieste Adds Zest To Fiftieth Anniversary Celebration

Rome, Sept. 20.—For several weeks the Eternal City has been busy preparing festivities for the fiftieth anniversary of the fall of the temporal power of the Papacy and the occupation of Rome by the troops of Victor Emannuel I.

Games, receptions, the dedication of tablets, monuments and busts, processions and mass meetings follow each other day by day through streets decorated from end to end with flags. The quarter where rejoicing is least evident is round about the Vatican, where the date September, 20, 1870, recalls sad memories. Time, however, has done much to heal the wound. It is interesting to note that Catholic members of the Municipal Council of Rome approved the appropriation and celebration and are on the National Committee.

This is the first time in the comparatively short history of united Italy that there has been such a general colebration of an event which only a few years ago caused bitter feeling. The festivities are made still more notable by the fact that Trent and Trieste now form a part of the Kingdom of Italy, an event which fifty years ago seemed unrealisable.

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UROPE VERY SICK, SAYS PHILIP GIBBS

inds Of All The Peoples Distempered And Hopeless From Loss Of Idealism

ATIONALISM IS RAMPANT

nd Hope Of A Nobler Fellowship Of Man Seems To Be Engulfed

BY SIR PHILIP GIBBS

London, September 19.—Is urope dying? I have put the ading of this article in the rm of a question and it is a ocking question, but an old man f genius, cynical in his search of uth and now despairing Anatole France), has said lately a simple statement: "Europe dying."

No man, unless he is blind or runk with optimism, can deny at Europe at the present time very sick. During the last ar I have visited many counies of Europe and in most of em under the surface of social ayety, appearance of normal life nd apparent recovery from the ounds of war, I found a sense of pending ruin and dreadful nxiety of the future.

In some countries of course, ain is not impending, but preent and engulfing. Austria is ne of them, so stricken, so arving, so helpless and hopeless at she exists on charity alone nd is sapped of all vital energy. ermany, as far as I can learn, is a better state and has within erself the means of recovery; it people over here who imagine at her factories are at full blast nd that she will soon be rich nd strong and truculent again re, in my opinion, deluded by lse evidence.

Russia is one great empire of isery, and no mortal soul knows et what agony she still has to uffer before her social revolu-on has worked itself out.

Poland, like Russia, is typhus tricken and starving in her cities, avaged by the tidal waves of war.

ESSIMISM IN FRANCE

But let us come nearer home, to e countries of our Allies, the ations of victory.

What of France. France was oyous for a little while with the ntoxication of that victory, after ears of sacrifice and after the st turn of the tide when there ad been a shiver of horror beause the enemy was over the arne again and Paris threatened, but other men in France whom have met say: "Our million ead will never come to life gain. Our debts will never be aid. Our industries are decaying for the lack of coal, which England sells us at outrageous ost and Germany does not deliver as she was pledged. Our est brains were plugged by Gernan bullets and England won the eace which we lost, though we ought most for victory. Our poulation is dwindling away, and ast year our deaths were higher han our births by 220,000. rance, victorious, is dying."

In Italy there is no great comort for the soul of Europe. They re staggering under a vast load f debt. Their paper money is worthless in the chase of high rices. Unemployment grows ike creeping paralysis, and strikes for higher wages are ceaseless and futile. Strikes lessen the production of all the necessities of life, put prices higher and intensify the sickness of the nation. Now workmen are seizing factories, but the raw material is not in the factory sheds and there is no money to buy it.

And England? How does it go with England? Abroad they envy us. French, Italians, Germans, Austrians, Czecho-Slovaks, and Jugo-Slavs say: "Ah, England is the lucky country. She gained everything out of the war. She is richer than ever. Her empire is bigger and stronger than before. She grabbed everything. She is mistress of the world."

ENGLAND ONLY LESS SICK

Beyond a doubt we have been less hurt by the war than most of the other countries who were in it, but, without analysing our present discontent, it is enough to glance at headlines of today's paper or to have a little chat with any discharged and unemployed soldier to repudiate the gains of England in the war.

It is true that we have enlarged our empire by accepting certain "mandates" (Oh, blessed word!) and thereby clutching at hornets' nests which have already stung us pretty badly as in Mesopotamia.

We are not richer than ever, though no Frenchman I have met will believe otherwise. We have vast imperial tendencies, but our power of maintaining them is not by blood and bullion, for we can afford no more of either, but only by our old prestige and some new wisdom if we can find it.

The national debt, so great that its figures mean nothing to the average mind, crippling taxation of moderate incomes, high prices mocking at high wages paper money worth little more than half its face value, lessening production and the black shadow creeping nearer of widespread unemployment because the markets of Europe are not buying or paying at English prices—all that makes the cynic smile when the foreigner envies our luck. We are only less sick of the same disease and it may have to take its course with us unless some cure is at hand.

TURNED FROM IDEALISM

Is there any cure for the sickness of Europe? I think there is though at the present time there is no sign of a remedy at hand, but only of a spreading fever, getting worse.

The cause of this insanity, for it amounts to that, is simple. It is the failure of idealism. We have been flung back from a kind of spiritual belief among all peoples, including our enemies in war (apart from their thugs) that out of the ghastly folly of that homicidal mania there would come a new wisdom, which would lead to a new shaping of international relations, a wider sense of liberty, a nobler fellowship of men, a better chance of life for common folk.

That hope of faith has been smashed by the lack of leaders big enough to gather up all that latent idealism of the stricken peoples and use it for a forward movement, and by the intense national egotism of the peoples themselves, which soon overtowered their more generous instincts. Now we have fallen back on synicism as nations, as classes and as individuals.

What has become of that old watchword, "the war to end war?" It mocks at us with jeering laughter.

We are experimenting with new poison gases. We are bombing Arab villages. The French are hardening their faith in military science as the only safeguard of the future. The Germans are not quite certain yet whether it will pay them best to ally themselves with Russia, adopting the gospel of Bolshevism or with an anti-Democratic England if they can break our alliance with France.

The old States of the Austrian Empire will see the present Austria dying and dead rather than lift a little finger to help her.

Nationalism more narrow, more bitter, more selfish, than in the world of 1914, has replaced the fleeting hope of many peoples than there might be a real League of Nations in Europe, based upon the common sense of common folk. There is no such common sense.

NARROWNESS AND CYNICISM

Within the nations there is narrow vision and candid cynicism. Where is the old comradeship of trenches which promised to break down divisions between classes? It has gone, and those who fought together are now separated by jealousies and enmities and selfishness. They are regrouping themselves for class warfare.

The greatest failure of all, in my judgment, is the failure of labor. I am for labor, having seen its men fighting and dying in great masses for no selfish purpose. Therefore many of us hoped most from labor and looked for leaders in its ranks who would show the way out of our present jungle. We thought they would give call to a new fellowship of men, overstep the narrow frontiers of national interest, get a new honesty into politics, and show power of open diplomacy. But have they done any of these things?

I see leaders of a small pettifogging spirit, fighting for "two bob" extra on the wages of their men, while their European comrades are starving for coal which at our export rates is outrageous in price. I see only the selfishness of class interest as greedy as that of the profiteer without any regard for the welfare of the nation as a whole or for the needs of Europe in distress. They refuse to "delute" labor in interests of the men who fought for them or with them.

Recent history convicts them of a secret diplomacy as bad as that of old bad statesmanship. Their press has not been more honest but even less honest than the "capitalist press" which labor has denounced. The appeals of their leaders have been not to the generous instincts of humanity, not on behalf of a world in agony, not to any noble ideal toward which we may all grope our way, but to the same little tricky, dirty, selfish interests with an underlying menace of the bloody things which have been the curse of national politics as the game is played by their opponents.

We are truly in a sick state, and although I do not believe with Anatole France that Europe is dying just yet, I think that there will be great agonies to go through unless there is a complete change of heart, a tremendous spiritual revival among the peoples of Europe.

Not by ceaseless strikes nor bloody revolutions are we going to find a remedy. Those will not increase production nor lessen prices nor stop wars, as we see by the Russian adventure.

Not by the intensification of national egotism, for that creates new hatred and does not open new markets, not by domination of the races.

NEW LEADERS

There is only one cure for the woes of Europe and our own—not easy, but bound to come unless we are looking for downfall. It is the reconciliation of peoples, burying of old hatchets, wiping out of old villainies and co-operating in a much closer union of mutual help under the direction of a league of nations, made democratic and powerful by the free consent and ardent impulses of the common folk.

Before that can happen there must come new leaders, new enthusiasm for the ideals of life, a new spirit of unselfishness and service for the common weal—and just now we do not see them coming.

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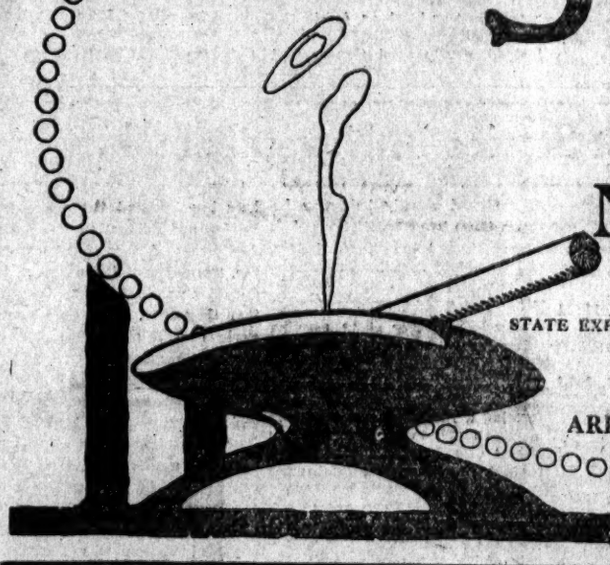
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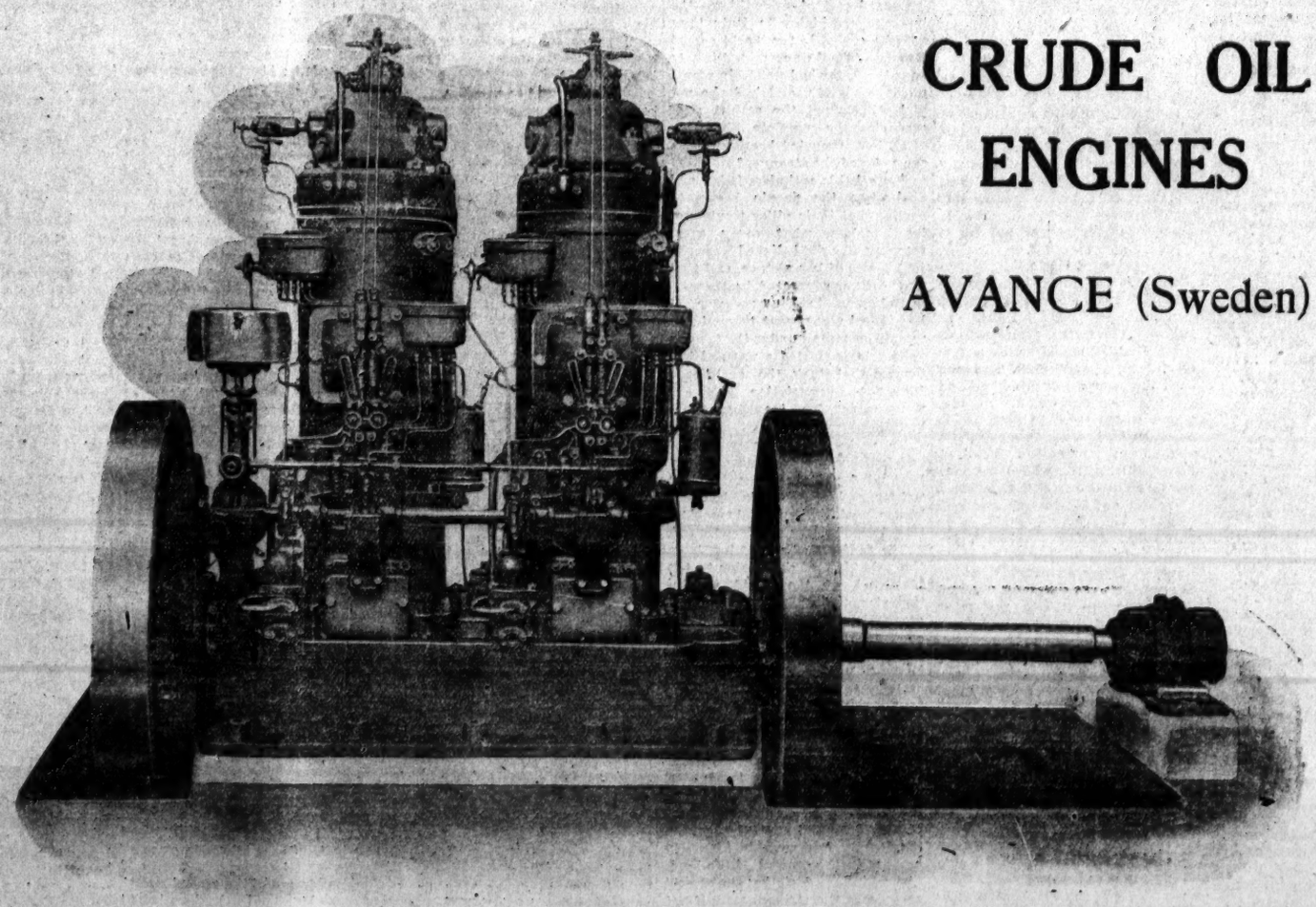
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WEATHER

A new depression will approach North China across Mongolia. Mild and changeable weather. Southerly breezes to the North of the Saddles; moderate monsoon in the South.

Today's Church Services

Holy Trinity Cathedral.—Twenty-second Sunday after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 118; Lessons, Ezekiel xxxiv, 1-16, 2 Peter i; Anthem "Glorious in Heaven are the Souls of All Saints" (R. B. Hurry); Hymns 308, 437, 447; Preacher, The Dean. 3 p.m., Children's Sunday School. 6 p.m., Evensong and Sermon (Eve of All Saints'); Psalms 132, 133, 131; Lessons, Ezekiel xxiv, 17-end, S. John xvii.; Anthem "For all the Saints" (Vaughan-Williams). Hymns 528, 538, 362; Preacher, Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 118; Lessons, Ezekiel xxxiv, 1-16, 2 Peter i.; Hymns 308, 437, 447, 200; Preacher, The Sub-Dean.

Union Church.—11 a.m., Preacher, Rev. A. Norman Rowland, M.A.; Subject "Christians in the World of Business;" Chant 58; Anthem "O praise God in His Holiness" (Weldon); Hymns 222, 556, 396. 6 p.m., Preacher, Rev. A. Norman Rowland, M.A.; Subject "Great powers and little things;" Chant 73; Anthem "O that I knew" (Bennett); Hymns 707, 342, 409.

St. Joseph's Church.—Sunday October 31, Masses at 6, 7, 8:15 and 10 a.m. At 10 o'clock High Mass, no sermon. At 4 p.m. Benediction of the Blessed Sacrament. On week-days Masses at 6 and 7:30 a.m.

Monday, Feast of Obligation. Masses at 6, 7, 8, 9 a.m. Benediction at 4 p.m.

Tuesday, All Souls Day, Masses at 6, 7, 8 a.m.

New Thought Center.—No. 12 Nanking Road. (Kelly, Walsh Bldy., Top Floor). Sunday Service 11 to 12 a.m. Free Treatments and Teachings daily from 10 a.m. to 4 p.m. Public cordially invited.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads).—It is hoped that the Rev. W. H. Griffith Thomas will be able to conduct both Morning and Evening Services in the above today at 11 a.m. and 6 p.m. respectively.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Rev. W. P. Roberts, B.D.

Community Church.—(American Song Service). 5 p.m., Masonic Hall, 30 The Bund. Speaker: Dr. Luther Freeman. Subject: "The Wealth of a Christian Man." Special music. A collection will be taken for the Famine Relief.

Book Browsing In London

BY J. GIBBONS HUNEKER

TO read in the open during the summer, whether in a hammock or on the deck of an ocean liner, has never appealed to me. Transatlantic steamships are usually floating menageries wherein concentration is impossible because of the noise made by the human animals. There is something in the salt air that sets whirring the springs of silliness in the brain-boxes of men and women, while children revert to downright monkey-hood. Henry James and his "Parrots and Monkeys" must have coined the flattering phrase on shipboard. Hence the production of summer fiction, usually sawdust and treacle. But it serves its purpose. As for the hammock-reading, I wish to express a doubt as to its reality. To loll and to rest your brain is the best use of a hammock; for a girl it is a formidable vantage post from which to reconnoitre or slay the enemy. Reading in the open air is too diffused with the sights, sounds and odors of one's environment; the faculty of attention is relaxed, interest diffused. I am speaking only for myself. Your experience in the matter may be different.

* * *

For me the best time to read is when the curtains are drawn, when the town is mist-shrouded, when a fire burns brightly on the hearth and the great rumor of London is withdrawn afar. There were plenty such evenings here last summer, when the night air was nipping and books beckoned the stranger within the gates. For instance, I had read "The Rescue," by Joseph Conrad, in the smoking room coming across, but it was like trying to see a beautiful landscape through the wind-blown spaces of a particularly smoky fog. Within the privacies of my hotel sitting room, and in a comfortable chair, this latest study of the wonderful writer that is Conrad recorded indelible images on my sensorium. Not since his masterpiece, "Nostromo," has a story so stirred. The interest is cumulative, but that is the case with all his fiction. And the pattern is no unfamiliar, the leading motives of fidelity, of a loyalty that is both fanatical and ethical, these are to the fore, but so vivified by the novel dramatic grouping, that while you are in familiar Conrad land, yet the tale comes to you as if it had happened yesterday. I shan't dwell on the setting, on the frame of the picture. Conrad is a master of landscape, seascape, atmosphere, and in "The Rescue" never has been so reticent in expression, never so subtle in the handling of the colors on his palette. The half is more effective than the whole. The East, with its gorgeous pictures, is herein adumbrated rather than described. You could swear that it is all a personal experience.

* * *

But it is the moral atmosphere which so tremendously envelops the reader; the iron certitudes of the law of atonement, of compensation, of a faith that is broken, of a man's honor that is as a bubble to a bored woman, are the essence of this book. The coda sums up the book in a sentence. "Steer north!" commands Capt. Tom Lingard, and his tragedy is compressed in those two words. Steer far from the trail of that woman who made of his life a failure, more of a failure than the life of Lord Jim, because Jim did rehabilitate himself in his own eyes when he went sailing to certain death. But for King Tom there is naught save regret and a welcome death. Nostromo too was a failure—most of Conrad's heroes are failures, either in the worldly or the moral sense. Tom Lingard is the most heroic of them all. His "steer north" gives us the quality of his soul which shaken to its center because of his love for a treacherous women—her withholding of the ring at the critical moment is treachery—is not altogether escaped from his control. He is literally the captain of his soul when he flees the moral explosion of the denouement, for it is with naked souls that Conrad deals, the soul of a woman smothered in the rich padding of a cultured life, the silly, mean soul of her husband, and the noble soul of the Spaniard friend. "The Rescue" is the most profound exposition of the soul since "Nostromo," "The Heart of Darkness" and "Under Western Eyes." And such is the art of its creator that we feel that, somehow or other, the story has been "lived." Joseph Conrad is a rare literary artist, but he is a profounder moralist.

* * *

One can't help smiling over the wit, slightly poisonous, of Gerald Cumberland's "Set Down in Malice," being the reminiscences of an English music critic, a provincial newspaper man, and one with the courage of his likes and dislikes. He admires Hall Caine, which would seem to give us his measure as a critic if he did not admire still more the brilliant Frank Harris, for whose achievements as a critic and novelist I entertain an admiration not second to Mr. Cumberland's. The best things in this cruel book are the portraits of Shaw, Arnold Bennett, Elgar Chesterton, Lloyd George, Annie Besant, Jacob Epstein—truly among the most original of living sculptors—and a host of actors, musicians, newspaper men, dramatists and plain persons who merely write. Cumberland praises Aino Acte as Salome; perhaps he didn't see and hear Olive Fremstad and Mary Garden in the role, otherwise—phew, what a "critical" judgment! Cumberland's volume is mildly amusing, and especially amusing to me was his title page, "Set Down in Malice: A Book of Reminiscences," with a quotation from Walt Whitman: "Do I contradict myself? Very well, then, I contradict myself." Methinks this is a strangely familiar device.

* * *

I didn't neglect my beloved French literature. Gustave Coquiot, who, it may be remembered, gave us such an excellent pen-portrait of J. K. Huysmans a few years ago, has published an extended study of "Les Independants," the painters and sculptors from 1884 to 1920. It is, as studies go, colored by personal

(Continued on Page 18)

How Two Powerful Moneyed Groups, Fighting For The Control Of The Shares Of A Bank, Brought About Italy's Industrial Upheaval

By ARTHUR BEMINGTON
(New York World)

RECENT happenings in Italy—strikes, seizure of factories by workmen, riots, non-interference by the Government with what anywhere else in the world would be looked upon as rebellion—have puzzled everybody who is not in very close touch with that country and its people. A real revolution is taking place over there—a social and economic revolution so profound in its character that it will pay thinking men the world over to watch closely how it develops.

The chief editorial writer of one of New York's great newspapers said to me a few days ago: "Italy seems to have found the way to a solution of the great labor problem and has started an economic revolution that is going to spread through Europe and eventually through America. And the extraordinary thing about it is that she is doing it without blood-letting and apparently almost without pain."

I believe he was right. I am not, however, going to speculate here on what the ultimate results of the revolution may be, but to try to tell how it happened and what were its causes.

First of all, we must get a few important facts clearly in our minds. When the first exultation of victory died away and Italians tried to settle down to enjoy the peace that had come at last, they became painfully aware that the country owed such vast sums of money abroad, especially to America and England, that only heroic taxation could meet even the interest on the debt. The country was in sore need of necessary things—grain for bread and spaghetti, coal, iron, copper, &c., to keep its industries running, fertilisers to restore the productiveness of its soil, impoverished by the intensive cultivation to which it had been pushed during the war years, to say nothing of agricultural machinery, sewing machines and other such necessities. It must be remembered that Italy has no coal mines and only one small workable iron mine. Her cattle had been killed during the war and had perished from the epizootic soon after it. In vast districts there was no milk for the babies.

As for her industries, which had multiplied a hundredfold both in magnitude and in number, they were now almost at a standstill, for the old ones had all been transformed into munitions factories. The new ones had never been anything else, and most of them needed capital for the purpose of re-transforming them into factories of peace.

The masses of the people were at first gloriously optimistic. They could not see the difficulties that confronted the manufacturers. They knew that taxation must be terrible, they suffered from the increased cost of everything—the increase was higher in Italy than anywhere else in the world except Russia—but they were willing to bear it all, for had not Italy won a glorious victory, and had she not at last attained the ambition of centuries, the complete liberation of all her separated brethren from the yoke of the stranger?

But all this optimism faded and died when the people began to realise that their allies would not let her have what every man, woman and child believed were the just fruits of her victory, and that many of her separated brethren—in Dalmatia, in Fiume—were, if her allies' plans went through, to remain groaning under the foreign yoke. This started a wave of bitterness that took the customary form of denunciation of the Government for ineptitude and bungling.

To make matters worse, food and fuel became ever more scarce. Last winter Italy drew its belt tighter and shivered in heatless homes, cooking its frugal meals on tiny fires of sticks and brushwood.

The radicals of all shades, from the pale-pink of the parlor to the blood-red of the rabid revolutionaries, took advantage of the economic straits of the people and of the gross mismanagement of public affairs to fan the fires of discontent. Professed Anarchists like Malatesta went up and down the land extolling Lenin and Trotsky and preaching the doctrines of revolt. No one molested them.

To meet the ever rising cost of living, workmen began demanding higher wages, peasants began asking a greater share in the produce of the farms, 90 percent of which they work on a roughly fifty-fifty basis with the owners of the land. Strike followed strike; in almost every case the strikers won, if not all, at least a large part of their demands.

Such was the general condition of the country last spring when the great capitalists did a very stupid thing.

It should be explained that there are two great rival groups of manufacturers—one, headed by Gio. Ansaldo and Co. of Genoa, the greatest engineering and shipbuilding concern in Italy; the other headed by the Acciaierie di Terni, the greatest steel plant in Central Italy. With one or other of these two almost all the other big factories are allied. The rivalry between these groups is far more intense than anything we know in America; it amounts to bitter hostility, personal as well as commercial.

The leading men in the rival groups began a fight to get control of the Banca Commerciale, one of the most important banks in the country. The shares in this bank jumped and soared to extravagant heights on the Milan Stock Exchange, while the rivals bid against each other for them. Before long they were quoted at nearly 4,000 lire a share. The common people, especially the workmen in the factories, watched the rocketing of this stock with amased interest, commenting to each other in this wise:

"What enormous profits our bosses must have made off our labor, that they now have hundreds of millions of lire with which to gamble!"

And the word "pescecani" (sharks) was thrown more freely than ever against the profiteers.

But not content with this fight on the Stock Exchange, these millionaire capitalists broke into the public press with interviews and signed articles, in which each side attacked the other savagely. It was strange that men who had shown rare foresight and sagacity, brilliant executive ability and amazing resourcefulness in building up vast industrial enterprises during the war, should now have been so short-sighted as to vie with each other in thus revealing to the mass of the people the extravagant profits that they had been making.

The employes of these great capitalists smacked their lips over these revelations; they accepted as true every accusation that each side made against the other, and they reacted to them just as might have been expected. They made up their minds that henceforth the millions of profits made by such stupendous concerns as the Ansaldo shipyards, automobile works, locomotive shops, &c.; the steel works of Terni, the Pirelli rubber tire factories, the F. I. A. T. and Lancia motor car factories, the great cotton, linen and silk weaving mills of Lombardy, the iron mines of Elba and the multitude of smaller industrial enterprises, should not go exclusively into the pockets of a few capitalists but should be shared by the men whose labor made them possible.

This idea was not entirely new; it had been preached by the Socialists; it formed a plank in the platform of the Popular Party organised by the Catholics a year and a half ago; it had been discussed freely by the workmen; but it is doubtful if any active step would have been taken toward realising it now had it not been for the folly of the millionaires in letting the whole world into their secrets when they fought their battle for the Banca Commerciale in the press of the country.

There is another side of this industrial crisis that is closely linked with the one I have just set forth. As soon as Giolitti became Premier he proposed a new scheme of raising money to pay Italy's war debts, to restore her credit, to redeem her paper money, to reconstruct her devastated provinces, to develop her resources, to electrify her railroads. His predecessor, Nitti, had proposed that all capitol over a certain amount be taken by the Government in thirty annual instalments. This was one of the many things that contributed to Nitti's downfall, for it hit the man who had earned or saved his money just as hard as it hit the war profiteer. Giolitti's scheme, instead, was to send Government accountants to audit the accounts of all firms or individuals who had had wartime contracts, and then to confiscate, absolutely and at once, all their purely war profits.

Shrewd Giolitti! He knew how the mass of his fellow countrymen would react to that. The idea that those who had made money out of the war should pay for the war struck the popular fancy.

Of course there was a terrible outcry from the ranks of the "pescecani." A large part of the Italian press is owned or controlled by them, and these newspapers hurled their editorial thunderbolts against Giolitti's head. But the more they thundered the more the people liked Giolitti's idea. They loved to hear the howls of the newly wealthy and to watch them squirm!

It must not be imagined that this joy was confined to the proletariat or the peasantry; it was shared equally by the old aristocracy—the most democratic aristocracy in the world—the members of which resented the extravagances and the luxury of the parvenus. I have received hundreds of letters from Italy in the last year, written by persons in every walk of life—marquises and labor leaders, business women and ladies of the ancient nobility, soldiers and sailors, farmers, lawyers, priests—and almost all of them contain some hint of this bitter feeling against those who have been enriched by the war.

Thus Giolitti's proposal that all war profits be confiscated was the most universally popular move he could possibly have made.

But the rich manufacturers had no idea of giving up their war-won millions without a fight. Some of them closed their factories, others let it be understood that they were about to do so. I do not know that there was any open threat on

(Continued on Page 18)

Ancient Stories In November Skies

BY ST. ARGA ZER
(Shanghai College)

Moon's Phases For November:

Last Quarter: November 3, 3:21 p.m.

New Moon: November 10, 11:51 p.m.

First Quarter: November 19, 3:59 a.m.

Full Moon: November 26, 9:28 a.m.

SUN ECLIPSE

There will be a partial eclipse of the sun on November 10, visible on the other side of the world but not by us here. Even where it may be observed in America and western Europe, it will awaken no particular interest, such as a total eclipse always calls forth.

So we shall turn our attention again to the stars, which run so faithfully in their courses. There are just now no very striking constellations visible in the early evening. Aroturus and Antares have sunk below the western horizon Mars, the red planet, no longer catches our eye, for he has lost three-fourths of his brilliancy, but he may still be seen in the constellation of the Archer in the south west. Venus, however, whom we described last month, is growing brighter every evening.

CAN YOU FIND THESE STARS?

Straight in the south at eight o'clock this evening, almost as high in the sky as the North Star in the opposite end of the heavens, is a conspicuous star of the first magnitude, though almost the least of those illustrious ones. It is named *Fomalhaut*, a word meaning in Arabic, the mouth of the great fish. Far above him is the Water Carrier (Aquarius), and if you look sharply you may see a continuous stream of little stars flowing from the jar of water man right into the mouth of the fish.

Diamond-like *Vega*, the brightest of all stars north of the equator, is easily identified in the northwest; and *Deneb*, now rightfully taking his place at the head of the Northern Cross, may be seen following close by. *Altair*, the Eagle, may be seen farther south, making an acute angled triangle with Vega and Deneb. In the north east *Canella*, the She-goat with her three "Kids," may be seen rising up out of the sea. Next to Vega, Capella is the most splendid star of the northern hemisphere. The beautiful, benevolent, blessed, sweet seven sisters of the Pleiades may also be seen coming up the eastern skies.

SOME LESS KNOWN STARS

But we have often been asked about certain other distinct and prominent stars, now so clearly appearing in the north and also overhead. First of all, there is the letter "W" in the north, or "M," as it appears when directly above the North Star. The writer has a friend who claims that his name is written in the heavens, because his initials are "W. M.", and "There they are!" But in reality, this is Cassiopeia, "The Lady of the Chair," or rather, a queen seated on her throne; for so the ancients with their fervid imaginations have interpreted this group of stars. She is never hard to find or to remember, because she is situated just opposite the Big Dipper, with the North Star almost exactly half way between these two constellations. The Dipper is now below the North Star, and practically invisible beneath the horizon.

PEGASUS, THE WINGED HORSE

Now look farther along, running a line from the North Star through Cassiopeia, and then a little westward, and you come to the "Great Square of Pegasus," four bright stars forming a rough square, each side about twenty degrees long. It is almost directly overhead at 8 p.m. tonight. See how many small stars you can count within the bounds of this square. Some say thirty, some have counted over a hundred with the naked eye. Try it with a pair of binoculars or a small telescope, and report to this paper.

Now if you look eastward from the Square of Pegasus you will see a line of four stars proceeding out of the corner of the square, spaced almost equally far apart as the stars of the Square. Three of these belong to the constellation of Andromeda, a beautiful princess whose sad tale we shall presently rehearse. The fourth, or last one of the row, belongs to still another constellation, called Perseus, the name of a handsome, adventurous prince. A little southwest of this star, and making an obtuse angled triangle with it and the previous one in the row, is a very famous star, named Algol, meaning "The Demon;" he was supposed to have a very wicked look, because he "winks" at us once in three days. That is, he becomes much dimmer, losing five-sixths of his light once every 2 days, 20 hours, 48 minutes, 55 seconds; as though he were half closing his eye like a person winking. For eighteen minutes he screws up his eye, and then he opens it widely, again. The ancients observed the winking but could not determine the reason for it. In 1889 the German astronomer, Vogel, discovered that Algol is a spectroscopic binary, consisting of two stars so close together that they cannot be separated with the largest telescope. The two stars are each of them somewhat larger than our sun, but together they weigh only about two-thirds as much. They are about 3,000,000 miles apart, and the winking is caused by the darker one getting between the brighter one and ourselves in their revolution around each other, thus causing a partial eclipse.

Algol may be farther identified by observing that the obtuse angle formed by it with *alpha* of Perseus and *gamma* of Andromeda points roughly to the Pleiades. Also the line through Andromeda and Perseus, if it were continued would lead you to Capella. All these stars of Cassiopeia, Pegasus, Perseus and Andromeda are of the second magnitude, and not quite half as bright apparently as either Deneb or Fomalhaut; while Vega is eight times as bright as any one of them and Sirius is more than forty times as bright. We have named four constellations, the stories of which are closely interwoven, and form perhaps the most interesting of all nested with the stars in all the skies.

FINEST ROMANCE OF SKIES

The story begins with Cassiopeia, the beautiful queen of Ethiopia, who bore her husband Cepheus a very lovely and charming daughter, Andromeda. The mother boasted to the mermaids of the sea that her daughter was indeed more beautiful than they were. Thus they became envious and spiteful, and tney prayed their father Poseidon, the god of the sea, to avenge the insult. So Poseidon sent a tremendous flood which devastated the land of Cepheus, and moreover a great sea monster appeared, whose wrath could only be appeased, (so the oracle said), by the sacrifice of the bright eyed, fair Andromeda. The beautiful maiden was accordingly chained to a rock near the sea and left as a prey for the monster.

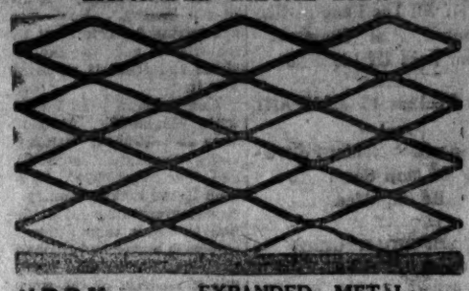
Now about the same time a young prince named Perseus, from another part of the world, was staying together with his mother at the court of a certain island king. Because the king wanted to get rid of his presence he sent him away on a rather dangerous expedition, which was no less than to bring the head of Medusa. Now Medusa was a terrible female monster, with snakes for her hair, wide mouth, projecting tongue, and tusk-like teeth; and one glance from her eyes had the power to turn any human being into stone.

Perseus succeeded in his attempt by looking for Medusa with a mirror, and finding her asleep, he cut off her head with one fell blow, and quickly thrust it into a sack. But at that moment there sprang from her body the winged horse Pegasus. Perseus sprang on the flying steed, and on his swift course homeward through the sky he espied the lovely Andromeda chained to a rock, and the terrible sea-monster just then in the act of leaping upon her to devour her. In the nick of time Perseus pulled the head of Medusa out of the sack, and rendering himself invisible by a charm which he had procured from the goddess Athena, he turned the stony stare of the frightful eyes, no less powerful though lifeless, upon the wicked sea-monster, which immediately turned to stone. He unchained the graceful maiden and like Lochinvar lifted her behind him on his steed, and got home just in time to rescue his queen mother from the violent assaults of the would be suitor.

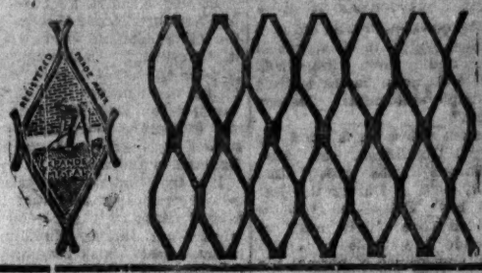
The powerful head of Medusa Perseus presented to Athena, who placed it as an ornament on her breast; while Perseus and his beautiful queen Andromeda, whom he had saved from such a terrible fate, and the no less splendid, though vain and boasting, queen mother, Cassiopeia, after living happily together for many years, were rewarded with immortality and placed in the heavens, where you may see them today; also the winged horse Pegasus. This proves that my story is true. It must be added that the Demon star, Algol, represents Medusa's head, which Perseus carried in his hand when he rescued Andromeda.

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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OH HECK! I'VE LOST THE SILVER DOLLAR MY UNCLE GAVE ME
GEE - I WISH I KNEW WHERE IT IS!
GLOOM
DON'T FRET, YOU'LL FIND IT WHEN YOU'RE NOT LOOKING FOR IT!
WELL, I AIN'T LOOKING FOR IT NOW, AM I?

Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The art of expressing music on paper by signs has reached a stage which makes it possible to indicate with perfect accuracy all the variations of note-length, pitch, and dynamic force which go to make a mediocre performance of any piece of music. Such accuracy is recognised at once by quite average people, and designated, rightly, as "mechanical." So far musical notation is a scientific affair. But in the performances of a real artist, qualities are apparent which no system of signs can ever convey. These "temperamental" qualities, the broad playings of the spirit of the artist, are the breath of life, the pulse and blood put into the dry bones of musical outline, as indicated by the composer.

Music is not alone in this; for we have in the reading of a poem the same sense of adventure into a world of spirit, of which the printed page gives no hint. Here, if anywhere is telepathy, a transference of thought and feeling between author (or composer) and the interpreter. The signs serve merely as contacts in the current between them; and of course same may be said of sounds themselves. They are but part of a code, to which performer and audience have, or have not, the key.

* * *

The singer is the most favored of all interpreters, as his code is the direct appeal of a living instrument. Between the instrumentalist and his thought come almost innumerable obstacles, a mass of mechanical peculiarities and limitations imposed by the stuff of which his medium is composed.

* * *

In any course of musical study, the teaching of the accurate information, all of which can be conveyed by signs that can be precisely indicated, all this is learnt side by side with something else, far less easily defined, but which is concerned with growth, and not with facts; realisation in unfolding stages of the spirit beyond. The greatest artist is he who penetrates farthest into this other world where the signs and sounds are but a code for thought and feeling. Indeed he may have been born into that world. Lesser artists are those who penetrate a good deal farther than ordinary mortals. The mediocrities, even though they are acclaimed as star performers, are those who use the signs and sounds of another world to further their advancement in this. They are the bogus "mediums" of the world of music, the palmists who put truth aside in order to dish up on all occasions the jargon of "going a long journey and making a fortune," which is all their clients are anxious to know about.

* * *

We have said that training in the two opposed aspects of music—the "exact" and the "temperamental"—must proceed side by side. The underlying principles of rhythm and tempo, line, curve, and harmonic structure, can all be shown, more or less, by accurate instuction. Beyond, is the borderland of artistry. The one must balance and check the other.

* * *

We all realise that a work of architectural beauty cannot be designed in defiance of mechanical laws: knowledge of precise details of scientific exactitude is presupposed. In music it is just as ridiculous to suppose that the possessor of a beautiful voice, even perfectly controlled, can sing with a couple of month's tuition in music. The temperamental, the purely physical, will force itself forward, to the exclusion of rhythm, balance and proportion. Not only the ignorant applaud that kind of thing.

* * *

Thus it is that people fasten on to "artistic" qualities, before learning the elements of their business. Singers will be the most frequent offenders in this. A lady will say to her accompanist, "I take a good many liberties with my songs, I hope you don't mind." The accompanist, who makes a practice of missing out bars for this kind of vocalist, (or putting them in), knows that he is in for it. He will have to stop dead in the middle of groups of notes whilst the singer—not always a lady, of course—extracts the last bit of mistaken expression from her favorite phrases, and the whole becomes a parody of music. The player cannot show her up. All he can do is to pray heaven she will one day try to sing with orchestral accompaniment, or better still, settle down to learn the beginnings of music.

This sort of singer has heard of *tempo rubato*, and *ad libitum*, and fancies that these things mean absolute liberty to infringe all the principles of art and beauty. Rubato means just that "give and take" which the matured judgment perceives to be required; it means nothing but chaos in the hands of one who has no artistic judgment matured or otherwise.

* * *

What lies outside the "éxact", has a fatal attraction for the life-long amateur; it offers the fruits of achievement without the labor.

Liszt once placed a lighted candle before a pupil, and gently blew the flame to and fro, and then with a strong breath blew it out: "the first" he said, "is tempo rubato, the second is simply bad time." Even better is the illustration of a pony trotting; you can slow him up at a nasty corner without breaking his stride; pull him up short and he is down. And the horse-pistol is used on the pony: this is unfair.

* * *

The very word "technique" has come to have a cheapened meaning with critics who ought to know better. I saw not long ago a notice of a pianist whose technique was said to be "not overwhelming," but who, as the writer went on to say, "produced a far greater variety of tone, light and shade" than any pianist previously heard. This means that our friend conceived technique to consist merely in the ability to produce a given number of notes to the minute. According to him a player who could have gone over the ground in less time would have had "more technique." But technique includes all those varieties of touch and tone; and the pianist in question—one I know very well—has a perfectly "overwhelming" technique for all purposes. Our critic really meant that there was no display of virtuosity about the man; but what a silly way of expressing a virtue, as if almost it were a failing!

* * *

Many of us would prefer to hear a "temperamental" singer or violinist to a mechanically accurate one; although the latter implies some pains and trouble expended. And if others of us were given a choice between the rhythmic precision of a Chinese orchestra and the "soulful renderings," the feverish erratic time of artists who strive to give individuality to their performances with spurious imitations of tempo rubato, we should know which to choose every time. Me for the Chinese band.

* * *

The Skidelsky Quintet announces a good program for its concert on Wednesday next in the Town Hall. The North China Famine Relief Fund will benefit but the cause of music also should be forwarded. No chamber music of this class has been given since the "Zimro Sextet" last year. Those lovers of music who "specialise" in other departments would do well to spend an hour or two in the presence of one of the most fascinating of musical forms. The program consists of two Tchaikovsky works, (quartet and trio), Sinding's Quintet, and "Spanish Rhapsody" by Liszet. On the posters we are glad to see the first composer's name in a reasonably non-German spelling, and the single "t" in "quartet," "quintet" etc., is a refreshing return to English. ("Quartet" is neither French nor Italian). We may be sure the playing is even better than the poster, whereon a player is given as performing on the "Violo." Music lovers, if they will not go for anything else, might turn out to hear this new instrument.

* * *

Last week's "Musical Matters" had a wider circulation than usual, if a correspondent is to be trusted. He appears to be pulling something, but the leg is not mine. His letter reached me as early as Monday when I was struck at once with the serious responsibility of authorship. Here it is:

"About the paragraph in yesterday's Musical Matters, I want to tell you that a friend of mine back in San Francisco sends per private wireless an enquiry relating to your remarks on the new memorial hall in that city, for music, symphonies, etc. He says the hall is the most prominent hall in that line on either side of the little old Pacific. (I guess your dope was communicated by wireless from one of the boys.) What we want to get at is: What is this Band Committee stuff? What do we want a Committee for anyway? Suppose we get players, and a long-haired guy or so for waving the stick, can't we put on all the operas and high-brow stuff we want, without hiring a bunch of amateur supervisors?

My pal says he would like you to tell him:

1. What are the Committee's activities—if any?
2. What is its remuneration—if any?
3. Could you spare a sample of your Committee on approval?

Believe me,
Cordially yours, etc.,
"OVER HERE"

"Over here" and his enquiring friend should really have addressed their questions to the Municipal Council. As an outsider, I should say that: 1. The duties would mainly consist in ensuring that high-class music should not occupy too prominent a place in the life of the city. 2. Here, there is certainly no remuneration; the Committee gives its services gratuitously. 3. As to Shanghai being able to lend its Committee, we can hold out no hope.

Your friend would do well to leave the musical policy of the city in the hands of the "long-haired guys" and the people of the place who are out solely for music.

AN ULTIMATUM

"I want a Tibetan Fox Skin and that's all there is to it. Why Lilly has a Tibetan Fox Skin and you should see the difference between it and the other fox skins. If you don't go to the Chinese Post Office and buy a money order for $25 and mail it at once to MR. ELLY, WIDLER, TA TSIEN-LU, SZECHWAN PROVINCE, I shall never speak to you again. Now here's a kiss and be a good boy and don't forget to write to Widler for that fox skin."

There is no other skin like a Tibetan Fox Skin.

MARCO POLO.
Born 1915—Still Existing.

Labor And Work

(*From the Chicago News*)

We make many more things than our ancestors made. But who can look at a seventeenth century American or English farmhouse, or at a thirteenth century little mediaeval village church, or, for that matter, at an Eskimo storm coat in a showcase in a museum, and feel sure that in making common things commonly and generally well—fine in form, stanch in stuff, durable, beautiful, for common everyday use—we have made any progress at all?

The fact is that we know in this particular aim and end of work we have gone backward. We complain that the things we buy now are poor in their material and we copy the old things still for their form and we say that in the old days there were, "real mechanics," "real skilled workers," "real craftsmen."

But how were they produced? In the age when workmanship was at its greatest height—in the age when almost any village in western Europe with its own brains and hands could make a church which metropolitan architects are now proud to copy—how was work organised?

Why, the designers of things and the makers of things and the managers of the making at that time were not different persons, but the very same persons; or else, if different, they were intimately and continuously acquainted and associated with one another in the daily doing of their work.

But workmanship requires a unity of understanding. It requires a continuous human co-operation between design and management and execution. To restore that co-operation between all elements of industry is now in the thought of the whole world. But when we restore it we shall get simply a modern version of the very same old human relations in which work was once for every worker a mingling of himself with the planning of it and with the ordering of it—in a harmony of effort which off-hand could produce masterpieces of workmanship as readily for the corners of kitchens as for the chancels of cathedrals.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 31, 1920

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap.	Reg
TODAY.							
H'kong, Straits, India & Europe via Suez	†Africa	16.00	..	..	..	..	16.30
Japan, H'lulu, Canada, U.S.A. & Europe	Tenyo M.	13.30	..	..	..	..	13.00
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	Tenyo M.		£14.00				
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Osaki, Kobe, Yokohama, H'lulu, Canada, U. S. A. & Europe	Tenyo M.	..	..	A13.00	..	..	..
Dairy	Sakaki M.	11.00	..	..	..	..	10.30
TOMORROW.							
Hongkong	E. of Japan	..	15.00	..	..	..	..
Vladivostok & Siberia ..	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Kiukiang, H'kong, C'ton ..	Hangsang	21.00	..	..	..	..	21.00
Kiukiang and Hongkong	do	..	17.00	..	..	..	..
Hongkong and Canton	E. of Japan	15.00	..	..	..	..	14.00
Chefoo	Kingsing	12.00	..	..	..	..	11.30
Chefoo and Tientsin	Kingsing	..	12.00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, November 2.							
Hongkong and Canton	Szechuen	11.00	..	..	..	..	10.30
Hongkong	do	..	11.00	..	..	..	..
Weihaiwei and Chefoo	Shuntien	14.00	..	..	..	..	13.30
W'wei, C'foo & T'sin	"	..	14.00	..	..	..	..
Japan Ports	Y'shiro M.	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Y'shiro M.	19.00	..	..	..	..	18.30
Wednesday, November 3.							
Chefoo and Tientsin	Chekiang	..	17.00	..	..	..	..
Chefoo	Chekiang	21.00	..	..	..	..	21.00
Amoy	Ichang	21.00	..	..	..	..	21.00
Hongkong and Canton	Siakiang	21.00	..	..	..	..	21.00
Thursday, November 4.							
Japan, H'lulu, Canada, U.S.A. & Europe via U. S. A.	Nanking	..	14.00	..	..	..	13.30
Monday, November 12.							
H'kong, S. Ports, Straits Ceylon, India & Europe Via Suez	Novara	..	12.00	..	..	..	12.00

†Supplementary ordinary matters will close at 8 a.m. on November 1.

A Registered articles at 6 p.m. yesterday.
B Letters and boxes with declared value at 7:30 p.m.
Parcels at 4 p.m. and money orders at 3 p.m.
E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train.

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How Two Powerful Moneyed Groups Brought About Italy's Industrial Upheaval

(Continued from Page 16)

their part, but it certainly seems as if they intended by a concerted move to cause such embarrassment to the Giolitti Government that its leader would modify his policy. If this be the case, and I believe it is, they underestimated the stubbornness of their enemy. For Giolitti took no step at all, but went abroad to meet Lloyd George and Clemenceau.

The workmen, however, understood well what a general or even a widespread lockout meant, and realised that their employers were planning to use them as a weapon with which to fight the man who intended to make those who had profited by the war pay the cost of the war. There shall be no lockout, they said; instead, we will take over the factories and run them. And they began doing it, quietly, firmly, efficaciously. Lincoln Eyre has told in his cablegrams to The World how well they managed things, how perfect was their discipline and how they increased production 50 percent.

The owners of the factories called on the Government to enforce their property rights and oust the usurping workers. But Giolitti folded his arms and said, "Fight this thing out among yourselves, as we are not interested."

This inaction on the part of the Government has been interpreted abroad as a sign of weakness. As a matter of fact, it was an extremely clever piece of typically Giolittian astuteness. Giolitti realised, as the capitalists did not, that with the war had come a great change in human affairs, and that the relations between capital and labor, between employer, and employed, could never again be the same as they had been. He realised, as the capitalists did not, that the day when the man who works (either with his hands or with his brains) is to have a say in the conditions under which he shall work, in the management of the concern in which he works and also a share in the profits that are the result of his work, had already dawned. He knew that this was a part of the platform of the Socialists parties upon which he must rely for most of his majority in Parliament; that it was also in line with the official teaching of the Catholic Church, to which almost all Italians belong, as set forth in the famous labor encyclical of Leo XIII. and in the platform of the Popular party, which has more than a hundred representatives in the present Parliament and is likely to have double that number in the next.

He knew also, which the capitalists had probably forgotten, that the latter owed much of their great prosperity to the Government. And he saw clearly that the move of the workers in seizing and operating the factories contained the promise of a real solution of the labor question. That is why he refused to interfere. He might have sent troops to put out the invaders, but this would have meant civil war, for the workers would have fought the troops and the ensuing bloodshed would have given Bolshevism just the boost it needed to take root in Italian soil. So he did nothing.

It was now the capitalists' move. If they stood pat they would lose everything; by taking their employes into a virtual partnership they would save at least something.

The first sign of surrender came from the Banca Commerciale, which finances the Terni steel works and many of their allies. The Board of Directors of this powerful Institution of September 16 passed a resolution indorsing the demands of the workmen, and Mr. Toeplitz, the bank's manager, gave the news to the press. This meant, of course, one of two things: either that the great Terni group of industrials was ready to accept the workmen's terms or that the bank stood ready to finance the workers. The Ansaldo Company did not wait for its rivals to act, but announced on September 19 that it would at once take its employes into partnership and give them places among its directors.

In the week that has just closed committees of the factory owners visited Giolitti and announced readiness to capitulate; a committee was being formed to draw up the new plan of co-partnership between capital and labor, which is to be embodied in a statute; the workmen hauled down their red flags and evacuated many of the factories, and although many details remain to be settled, the great difficulty seems to be over.

Thus the economic revolution took place, almost without violence.

There has been much talk about Bolshevism in Italy. It is, however, a fact upon which all who really know Italy and the Italians are agreed that there has never been any real danger of Bolshevism there. My own observations in many months of intimate life among the people make me certain of it; the letters of my Italian friends confirm me in my certainty. George D. Herron, one of the closest observers and one of the soundest thinkers, writes in an article published in the Nation last month:

"My opinion is that Italy will not become a Socialist state in the Marxian sense. Neither will Italy become Bolshevist and establish a proletarian dictatorship. The Italian is too individualistic, too fond of his freedom, to submit to such a regime as now prevails in Moscow."

Italy is essentially an agricultural country. Her population is about 35,000,000, of whom about 32,500,000 are engaged in or draw their livelihood from agricultural pursuits, and about 2,500,000 are employed in industrial work. Of this, 2,500,000 only about 300,000 are now in the metallurgical trades and the recent outbreak was almost confined to them. Of the farming classes, nearly 90 percent live on land that is either owned by them outright or worked on the system called mezzadria, which may be translated "fifty-fifty," and has been found to be most equitable. What is now being put into effect in the factories is nothing but this same principle, which has worked so admirably for so many years, with such modifications as the conditions of industry make necessary.

On the farm it is like this: A, the owner of the land, agrees with B that he shall farm it and that they shall divide the produce. The proportions in which it is divided depend upon which of them supplies the live stock or the fertiliser, upon who keeps the buildings in repair, etc., but the broad principle is that half the produce belongs to the owner of the land and half to the tiller. The leases are often verbal, but they are renewed often for generations, and the relations between owner and tenant are generally most friendly.

It is difficult to infect a population of this sort with revolutionary ideas, and the greatest weakness of the Socialist party in Italy has always been its inability to attract the peasants.

This, however, is not to say that many of the most advanced economic principles are not prevalent among the farmers, for one of the first and most successful unions is that of the agricultural laborers in Emilia and the Marche and to some extent in Sicily. This union had the intelligence to see that its greatest strength would be gained by owning the tools of its trade. Therefore it bought agricultural machinery in sufficient quantity to do all the farm work in its particular district, and now the farmer deals exclusively with the union and would not go back to the old system for anything.

The most recent experiment along these lines is the organisation of the sailors' union, called the "Consorzio Garibaldi," and its purchase of five fine freight steamers from the Government. The union is operating these steamers itself—and incidentally cutting freight rates. One of its vessels was in New York a few weeks ago, and its officers and men assured me that there was more rigid discipline, better food, better quarters and more efficient management on board than on any other freight boat in the world.

All of which goes to show how intelligent the Italian workingman is and how simple a matter it is for him to bring about a perfectly peaceful economic revolution.

In conclusion, let me again quote the words of Prof. Herron:

"Italy will not go the Russian way. Her new society will be something profoundly different in both its psychology and its structure. It will not be built upon any materialist philosophy of life or interpretation of history. It will more likely approach—by the way of Mazzini and Kropotkin—the pattern provided by the Sermon on the Mount."

St. John's University News Items

The Boy Scouts took a camping trip to Quinsan on Saturday, October 30. The object of the trip was to acquaint the tenderfoots with camping life.

* * *

The latest news from Dr. F. L. Hawks Pott, the President of the University, who went to America on furlough this summer, was that he has crossed over to England. He will probably not return until March, 1921.

* * *

Prof. C. F. Remer spoke on "The Honor System in Examinations" before the Junior Class on October 26. The honor system in examinations will hereafter be granted to the Junior Class.

* * *

Plans for an entertainment to be given in the interest of the famine relief work in North China, in which several local colleges will take part, have been initiated by the St. John's students. At present, it is definitely known that Shanghai College, Nanyang College, and St. Mary's Hall will participate. A joint committee, composed of ten representatives from each college, has been named, and extensive preparations are being made.

* * *

The annual meeting of the Men's Auxiliary of the Diocese of Kiangsu was held at St. John's on Thursday, October 28. The Reverend T. M. Tong of Wusih was the preacher of the occasion.

Book Browsing In London

(Continued from Page 16)

prejudices, yet of critical value. It also demonstrates the vanity of those short lived movements, such as the Cubists and other sterile effort to make artistic bricks without the proper straw. The books are copiously illustrated. Stendhal has bobbed up again in a monograph by Pierre Sabatier which he entitles "Esquisse de la Morale de Stendhal." As the morals of Stendhal were never particularly in evidence in his books this pamphlet is of necessity not long. Pere Sabatier is getting into queer company since the break with his church. For diversion I recommend "Cheri," a fiction, by the clever Mme. Colette Willy. The story is not naughty, though a big success in Paris; rather is it the story of a sentimental and once famous cocotte who falls in love with a man young enough to be her son. A detestable and not uncommon "type" is this same youthful parasite. I hoped the war had rid France of these effeminate chaps, J. H. Rosny, after such admirable stories as "L'Enigme de Givreuse" —with Henri Barbusses' tale the best among war fiction—and his brilliant "Le Mort de la Terre"—which deserves English translation —has given us in "L'Amourense Aventure" a close study of the Puritan temperament. The characters are all English. Rosny now lives in London. Some day, I hope, he will be completely translated, and perhaps English readers may be astounded at his fecundity, above all, at his clear vision of life. He did years ago what H. G. Wells is doing today, and he did it better. To rid myself of the too modern taste in these books I reread that exquisite classic, "Sensations d'Italie," by Paul Bourget.

* * *

When James Russell Lowell wrote his "On a Certain Condescension in Foreigners" he ought to have added a companion essay on the snobbery of certain Americans in the presence of the British. I witnessed a comical example of this English worship. On our steamship was a pair of mortals whose behavior intrigued the attention of passengers, crew and Captain. We soon nicknamed them. One, a dyed, decrepit old beau, was the "hyphenated gargoyle;" the other we called the "varnished nightmare." Both were ultra-British in gait, garb and mannerisms. She paced the deck, ganglingly, her head thrust forward, her teeth protruding, her voice singing up and down in a scale only to be heard in cockniest London. She was also dowdier than any English woman of fashion that I ever saw at the Ritz, at the Carlton, or at other fashionable West End hotels. And that's saying a lot, for you may be sure when you see a tastefully dressed woman in London, in ninety cases out of a hypothetical hundred, she is either a Parisian or an American. When we were about to dock in England passengers were divided into sheep and goats; the first were shepherded into an upper salon, the others, English born, were examined by the customs in the dining room. What was our astonishment, after nearly all the Americans had been put through their passport paces, to see the grotesque pair slip into the American salon in a guilty fashion, there to declare their nationality. What a shock it proved to those who had been smiling over the antics of these would-be English! Why, one could with difficulty understand their lingo, so little was there in it of the United States. Yet—Yankees both. Now, tell me, if you can, what pleasure, what profit, is there in all this ludicrous mimicry for the chief actors? They didn't fool English people, and when I saw them later in London they looked hopelessly Yankee. Poor old hyphenated gargoyle! Unhappy varnished nightmare! If you had been earning your livelihood before the footlights impersonating your ridiculous selves you couldn't have worked harder. And what a "scream" you would be in a Broadway Revue.

* * *

Who said the English have no sense of humor? If you talk five minutes here to any native for the most part friendly to Germany and hostile to France and Italy you might well believe that he possesses a large fund of humor because he sees through the hole in the war millstone and Americans do not. Who picked the chestnuts out of the fire, he smilingly asks, and echo, an Irish echo, answers: Not the British.

* * *

In the first act of Bernard Shaw's new play it is said that there is an accouchement scene. I wonder whether this important news item shouldn't have been printed in the dramatic or the obstetrical departments. I also wonder whether first night audiences will be given twilight sleep. Perhaps George Moore was right when he called his fellow countryman "only the funny man in a boarding house."

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" " Razor (Silver Plated) $2.80
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Coming Of Tokio Convention Delegates Creates Interest In Sunday Schools Here

The Kindergarten School maintained at the Allen Memorial Methodist Church, Quinsan Road, with their teachers and mothers of many of the children. Three generations of Chinese Christians are represented in the photograph.

In view of the approaching reception, by the Chinese Churches of Shanghai to the delegates to the World's Sunday School Convention recently held at Tokio, a deep interest has been stirred in the Sunday School work of the city. A very able committee is making preparations for this event, which is to be one of the great events of the year's work among the Churches.

Forty delegates from the Tokio Sunday School Convention, known as the Around-the-World-Party, will arrive in Shanghai Friday and will hold a Sunday school convention here next Saturday and Sunday.

The tentative program for the two day's entertainment is as follows:

NOVEMBER 6:

Noon: Tiffin and reception.
Chairman—Mr. K. S. Zee.
Prayer—The Rev. Li Hung-chun.
Introduction—The Rev. Tewksbury.
Speakers—Mrs. David Z. T. Yui and Dr. C. T. Wang.
3 p.m. Garden Party at the Y.M.C.A. Recreation Ground, or the new public garden on Range Road, or the Public Recreation Ground, West Gate.
Chairman—Dr. C. T. Wang.
Prayer—The Rev. Tai Tiao-hou.
Singing under Mrs. R. T. Bryan.
Demonstration by the Chinese Institute for the Blind.
CHINESE BOXING
Singing by choir.
Dances by Y.W.C.A.
National Athem.
8 p.m. Concert at Martyrs' Memorial Hall.
Chairman—Mr. Chang Ting-yung.
Music.
Juggling.
Moving Pictures

NOVEMBER 7

Addresses by delegates in various churches in the morning.
2 p.m. Y.W.C.A. New Home at Old North Gate.
Chairman—Mrs. Chen Chang-chen.
Choir—Girls of the McTyeire High School.
Music.
Address by one of the lady delegates to be translated by Mrs. T. C. Chu.
5 p.m. Address by Mr. Bieder Wulf and Dr. F. L. Brown at the Martyrs' Memorial Hall.
Chairman—Dr. W. P. Chen.
Singing—The Shanghai Songsters' Club.
Prayer.
Music.

The party will proceed southward on the steamer Kitano Maru on November 8. It is announced that no less than 40 conventions will be held in India. Other conferences will be held in Egypt.

THIRTY CHINESE CHURCHES

There are at present upwards of 30 Chinese churches in the city, and almost all of them have Sunday schools. Several of the most important churches have none, strange to say, but most of them are keenly awake to the importance of training the young in this particular line. It is an easier way of winning the next generation of Christians.

Exact figures are not available, but there are probably 3,000 at least in attendance at the Sunday Schools on the average Sunday, the vast majority of course being under 20 years of age. The Baptists of the city have probably 1,000 of these in their six churches. The Methodists, with two large churches have possibly 800.

This number would be increased considerably if the Sunday School at McTyeire School were added, but these figures do not include the institutions such as McTyeire or Shanghai College, or St. John's. The Presbyterians, with three churches, have about 600 in the Sunday Schools. All three of these denominations have schools on the compounds of some of the churches, and this body of students accounts for a considerable share of the Sunday School attendance. From 30 percent to 50 percent are in these week day schools. Other denominations follow in size, some of them with very weak Sunday School work.

PROGRESS BEING MADE

The buildings in which these schools meet vary all the way from one modern building with about 20 small rooms to a building with a single room in which the entire school studies. Where the small rooms are available modern methods are possible, but in the other cases only the weaker forms of the lecture method can be used. Between these two extremes every kind of building—Chinese or foreign style—is found.

Considerable progress is being made, however. The number of good buildings has been increased this year by two, each with a dozen or more class rooms, and a number of other new buildings are projected.

There is as yet no city organisation of Sunday School workers, and this is perhaps one of the outstanding needs. This is a possibility of the near future.

The cut shown herewith is of the kindergarten of the Allen Memorial Methodist Church, Quinsan Road, with their teachers and the mothers of many of the children. This picture represents one of the best kindergarten groups in the city.

STREET SCHOOL, TOO

In addition to these "regular" Sunday Schools, there is a special type of School which deserves attention, the "Street Sunday School"—one whose scholars are the little waifs and strays and uncared-for children of the community. Many of their parents are too poor to send the children to school on week days, and too careless about religious matters to care where they go on Sundays. Of course the children represent the most superstitious classes of the community, and the least educated.

Workers in these school have some interesting experiences. When a new school is started, the children come with dirty hands and faces, not to mention the clothing, which is often evidence of home and bed conditions. In the kindest possible way, so as not to offend these little ones, who are exceedingly sensitive, soap and water are applied on that first Sunday, though this drives away or scares off some who have been inclined to be interested. The next Sunday finds a few coming with hands and faces cleaned already, and this is of course rewarded in some way, by a card of a gift of some kind.

The singing during the first few weeks would hardly be called warbling, but in a surprisingly short time many become able to carry the tune of simple hymns such as "Jesus loves me," and often little groups can be seen here and there, when taken unawares, during the week singing little snatches which they have learned on Sundays. Their little lives are so barren that these are great experiences to them.

BECOME TEACHERS

In such children nature gives one of her best examples of the survival of the fittest, in every sense, and they are keenly aware that if number one does not look out for number one no one else will.

Recently during the washing process, one of the teachers said to another: This is like Jesus, and the contrast of the more humble act of washing feet was referred to. The act had been impressing the Chinese teachers as a uniquely Christian act for China has nothing that corresponds exactly with these street Sunday school.

Perhaps this very fact of its uniquely accounts for the observance that one student who in his own Bible Class had not shown much ability or even interest became suddenly alive to this service work and is now one of the most regular and wide-awake of the teachers.

Perhaps also it is the earnestness of these lay teachers that accounts for the new conscience in the little fellow whose mother forced him, after he had learned a little about the Christian religion, to go and buy joss sticks for a family celebration. While returning to his home with the sticks, he had the misfortune, so it seemed to him, of meeting his most adored teacher, and he hastily explained: "I did not want to do it, but mother told me to." What would the reader say to this filial son in his extremity? The puzzled teacher, knowing the Chinese thought of filial piety, and the age of the boy, postponed his answer, and later presented the problem to his teachers in the normal training class.

TEACHING PARENTS

There it was brought out that another person—one of the teachers—was about to face persecution. He had not been home (another city) for seven years, and his mother was strongly Buddist. After the discussion in the class, this boy decided to visit his home, tell his mother of his new found faith, and try to win her to be a Christian. He is now with his mother with this purpose. His friends are saying that undoubtedly he is being persecuted, and they are anxiously awaiting some word from him.

This Street Sunday School, strangly enough, exemplifies what the Sunday School was originally intended to accomplish. For it was started in English a couple of hundred years ago, not for the children of Christians, who were of course most carefully catechised in the home and in special classes, but for the uncared for Pagan children of the industrial sections of the great cities.

Sons Of Yuan Shih-k'ai Here On Way To States

Four sons and the eldest grandson of Yuan Shih-k'ai, China's first president and perpetrator of the famous and ill-fated monarchical coup, are at present in Shanghai, en route to the United States where they will enter school.

The boys, who range in age from 12 to 18 years, were brought to Shanghai from their home in Changtehfu, Honan, by Yuan's sixth son, Mr. Yuan Ko-hung. They leave here on the China Mail steamer Nanking next Thursday and will be accompanied by Mr. L. M. Bocker, of the Associated Mission Treasurers, who will arrange for their entrance into a preparatory school in one of the New England states. The young men are stopping here at the home of Mr. Z. F. Chang, 155 Cunningham Road. They are William Ke-chiu Yuan, Alexander Ke-chien Yuan, Henry Ke-an Yuan, Thomas Ke-tu Yuan and Charles Chia-jung Yuan. The latter is the grandson, who would have been in the direct line for ascent to the Dragon Throne had Yuan succeeded in his monarchical plans, as his father was Yuan's eldest son.

Also leaving Shanghai by the Nanking next Thursday will be the Hon. Ouang Ki-tseng, Minister to Mexico and Cuba, and his staff, consisting of Messrs. Kao Tsai-ting, Chow Yi-tang and Chen Ping-nien, secretaries of the two legations.

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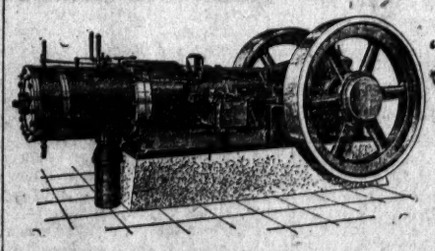

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Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K and S. B. ..	$650 B.
Chartered	£80
Russo-Asiatic	Rs. 250
Marine Insurances	
Canton	H.$370
North China	Tls. 158
Union of Canton..	Hk. 175
Yangtsze	$20 B.
Far Eastern Ins. Co., Ltd.....	Tls. 20
Fire Insurances	
China Fire	$128
Hongkong Fire...	$318
Shipping	
Indo-China Def...	H.$185
Indo-China Pref..	$16½ B.
"Shell"	140/—
Shanghai-Tug ord	Tls. 50
Shanghai Tug pref	Tls. 86 B.
Mining	
Kaiping	Tls. 21 B.
Oriental Cons.....	1/—
Raub	Tls. 1
Docks	
Hongkong Dock .	H.$147 B.
Shanghai Dock ..	Tls. 120 B.
New Eng. Works .	Tls. 24 B.
Wharves	
Shanghai Wharf...	Tls. 130 B.
Hongkong Wharf .	H.$88½ B.
Lands and Hotels	
Anglo-French Land	Tls. 68 B.
Shanghai Land...	Tls. 68 B.
Weihaiwei Land..	Tls. 8
S'hai Hotel Ltd. .	Tls. 55
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 410 B.
E-wo (pref.)	Tls. 85
Laou-kung-mow...	Tls. 385
Oriental	Tls. 165 B.
Shanghai Cotton .	Tls. 185 B.
Kwongyik	Tls. 37 B.
Yangtszepoo	Tls. 24 B.
Yangtszepoo Pref.	Tls. 858.
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 215
Green Island	Tls. 8¾ B.
Langkats	Tls. 13 B.
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 98
Stores	
Hall & Holtz	$10 S.
Llewellyn	$30
Lane, Crawford...	$88 B.
Moutrie	$40
Watson	Tls. 7½ B.
Weeks	$10½ B.
Rubbers (Local)	
Alma	Tls. 5 B.
Amherst	Tls. 0.20 B
Anglo-Java	Tls. 6½ B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 20 B.
Batu Anam 1918.	Tls. 0.30 B.
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.60 B.
Chemor United....	Tls. 0.65 B.
Chempedak	Tls. 5
Cheng	Tls. 1¼
Consolidated	Tls. 2 B.
Dominion	Tls. 4½ S.
Gula Kalumpong .	Tls. 4½ B.
Java Consolidated	Tls. 10½ B.
Kamunting	Tls. 4 S.
Kapala	Tls. 0.25
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 2½ B.
Kroewoek Java ..	Tls. 13
Padang	Tls. 6½
Pengkalan Durian	Tls. 3
Permata	Tls. 1
Repah	Tls. 0.50
Sumagaga	Tls. 0.65 B.
Seekee	Tls. 1
Semambu	Tls. 0.55 B.
Senawang	Tls. 3¼ B.
S'hai Klebang ...	Tls. 0.55
Shanghai Malay .	Tls. 3
S'hai Malay pref..	Tls. 10
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 6½
Sua Manggis	Tls. 3½ S.
S'hai Kalantan ..	Tls. 0.55
S'hai Seremban ..	Tls. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.50 B.
Tehong	Tls. 13 B.
Ulobri	Tls. 2½
Ziangbe	Tls. 3¾ B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 12
Shanghai Trams .	Tls. 66
Shanghai Gas	Tls. 16 B.
Horse Bazaar	Tls. 34
Shanghai Mercury	Tls. 25
S'hai Telephone...	Tls. 76 B.
S'hai Waterworks.	Tls. 120 B.

S. Sellers. Sa. Sales. B. Buyers.

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PARIS EXCHANGE

(French Wireless Service)

Paris, October 29.—Exchange quotations:

London	54.16½
New York	15.65½
Belgium	105.¼
Germany	20.¼
Spain	216.¾
Italy	58.00
Rumania	25.½
Switzerland	247.00
Holland	478.00
French War Loans:	
3 percent	55.20
4 percent 1917....	69.60
4 percent 1918....	69.25
5 percent	86.45

Exchange and Bullion

Shanghai, October 30, 1920.

Exchange and Bullion

Sovereigns: buying rate, @ 5/2 = Tls. 3.87
@ exch. 72.5 = Mex. $5.34
Gold Dollars: buying rate @ 89¾ = Tls. 1.11
@ exch. 72.5 = Mex. $1.54
Mex. Dollars: Market Rate: 72.25
Shanghai Gold Bars: 978 touch Tls. 262
Bar Silver 998 touch .. Tls. 111
Copper Cash .. per tael 193.500
Native Interest ..... Tls. 24

Latest London Quotations

Bar Silver ..... 52⅜d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 54.27
Ex., New York on London T.T. G.$3.46½

Exchange Closing Quotations

London	T.T. 5/2
London	Demand 5/2¾
India	T.T. 322
Paris	T.T. 1410
Paris	Demand 1413
New York	T.T. 89½
New York	Demand 89¾
Hongkong	T.T. 74
Japan	T.T. 56½
Batavia	T.T. 293½
Singapore	T.T. 44¾

Bank's Closing Buying Rates

London	Demand 5/4
London ....4 m/s.	Cdts. 5/6
London ....4 m/s.	Docy. 5/6½
London ....6 m/s.	Cdts. 5/7¼
London ....6 m/s.	Docy. 5/7¾
Paris	4 m/s. 1510
New York ..	o/d. Docy. 92½
New York ..	4 m/s. Docy. 97¼

Tourists' Exchange @ Bank's Closing Demand buying Rates

£10 @ exch. 5/4 = Sh. Tls. 37.50
G.$50 @ exch. 92½ = Sh. Tls. 54.05
Fr. 250 @ exch. 1460 = Sh. Tls. 17.12

1 Shanghai Tael = Mex. $1.37 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 5,600 ..... = Tls. 100
„ 100 ..... = Mex. $2.48

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 25,000 ..... = Tls. 100
„ 100 ..... = Mex. $0.55

Exchange Shop Rates

Buying: 100 Old Roubles $1.17½
„ 100 New „ $0.57½
Selling: 100 Old „ $1.27½
„ 100 New „ $0.60

CUSTOMS HOUSE EXCHANGE RATES FOR OCTOBER

Hk. Tls.	3.02	@ 5/11¼	£1
„	1	@ 1563	Fr. 17.41
„	9.87	@ 103	Gold $1
„	1	@ 49⅛	Yen 2.25
„	1	@ 323½	Rs. 3.60
„	—	@ —	Roubles —
„	1	@ 1.50	Mex. $1.50

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, October 30, 1920.

Chinese Bonds 1st year 6%
$19.60 November
The Nuzu Electric Tramway Co. (Preferred)
$19.90 November
The Chartered S. & P. Ex.,
$62.70 November
Tungchow Cotton
Tls. 26.40 November
„ 26.30 December
„ 26.25 January
„ 26.25 February
„ 26.70 March
Local Yarn for Standard 16's Bloudy Stork
Tls. 152.00 November
„ 152.50 December
„ 152.00 January
„ 152.40 February
„ 152.90 March
Bean Oil for Standard Kee-Chong-Yeen Oil & Co., Shanghai
Tls. 10.60 November
Honan Bean
Tls. 3.21 November

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Stock Exchange Transactions

Shanghai, October 30, 1920.

OFFICIAL

Sennawangs Tls. 3.50
Shanghai Docks Tls. 121.00
Y'poo Cotton Tls. 25.00
Tls. 25.25
„ 25.50
Oriental Cotton Tls. 170.00

UNOFFICIAL

Oriental Cotton Tls. 170.00

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated October 29:

A further slight improvement in business on the Stock Exchange indicates a better tone in the share market; transactions in Cottons being the main feature of the past week's business. Prices generally show little change and the quotations given below call for no special comment.

Silk Market

Messrs. William Little and Co. write as follows in their report dated October 29:

White Silk.—A settlement is reported of M.H.Y. Blue Dragon and Feimah Ex. 1, 2, at Tls. 815 av. Otherwise, all descriptions of Silk remain neglected.

FRENCH MARKETS

(French Wireless Service)

Paris, October 29.—Market quotations:

Marseilles, October 29:

Rice cleaned (Saigon) 100 kil.	170
Green peas (Japan) .. „ „	150
Potato starch ..... „ „	160

Le Havre, October 28:

Cotton, for September 50 kil.	430
„ for October . „ „	430
„ for November „ „	438

Lyon, October 29:

Raw Silks:	
Cevennes	235
Italy	245
Syria	225
Japan	200
China	280
Canton	200

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Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per T.K.K. s.s. Tenyo M. Oct. 31
Per C.M. s.s. Nanking Nov. 4
For Europe
Per M.M. s.s. Porthos Nov. 7
For Japan
Per N.Y.K. s.s. Yamashiro M. Nov. 2

MAILS DUE

From U.S. and Canada
Per C.P.O.S. s.s E. of Japan Nov. 1
From Europe
Per P. and O. s.s. Dilwara, Nov. 6
From Japan
Per N.Y.K. s.s. Yamashiro M. Oct. 31

Launch Services

TODAY

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

The tender conveying passengers and mails on board the T.K.K. s.s. Tenyo Maru will leave the Customs Jetty at 3 p.m.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Cordillera will leave the M.M. jetty, (French Bund) at 10 a.m.

TOMORROW

The tender conveying passengers on board the Lloyd Triestino s.s. Africa will leave the Customs Jetty at 9 a.m.

The tender conveying passengers and mails on board the C.P.O.S. s.s. Empress of Japan will leave the Customs Jetty at 4 p.m.

Sunday, November 7, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M. M. Jetty (French Bund) at 8 a.m.

Siccawei Weather Reports

29.—The depression signalled off Guam develops into a typhoon, advances towards NNW, then recurves to NNE and approaches the Bonin. Strong cyclonic winds to the E of the Loochoos; the monsoon sets in at Shantung and spreads Southward. One more day cloudy but fine all over China and at Formosa.

30.—The pressure is decreasing below the average. The breezes are very light and unsteady. Morning very cloudy but still fine.

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Webster's New International Dictionary For 1920 Edition	$13.50

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Pass books with prices on application. Special rates to Hotels, Clubs and Steamers.
No. 1106 Broadway 31480

"If ye have no purity, ye shall be as nothing"
An Aerated Water product must have quality, harmony, and "PURITY," and the greatest of these is "PURITY."
Cleanliness has for ever been our watchword in the safeguarding of the Public in the matter of this kind of food production.
Our factory, and the method of preparation of our Aerated Waters are open for the inspection of our customers at any time.
We cordially invite you to MAKE SURE BY SEEING YOURSELF.
Watson's Mineral Water Co.
Factory; 134 North Szechuen Road Ext. Telephone North 795.
Town office, 11 Ningpo Road, Telephone Central 2726.

LET US FIT YOU
with a pair of these comfortable, beautiful and dainty glasses.

公統眼鏡有限公司
Chinese Optical Company
P.352 Nanking Road

STAR DECORATION FLOUR
ALWAYS SATISFIES
Write us to sendyou a trial bag and you'll be glad you accepted the suggestion.
We have a quick motor delivery for your convenience.
Mow Sing and Foh Sing Flour Mills,
Head Office: 49, Avenue Eward VII, Shanghai.
'Phone 1050 2538 Central.

Business and Official Notices

(Continued from Page 28)

ELM & CO.
Commercial Engineers and Contractors
No. 39 Szechuen Road.
Tel. C. No. 801.
CONCRETE Work, Heating, Ventilation, Plumbing and Factory Installation
and
Importers of Steel Sash, Steel Bars, Roofing and other Building Materials.
32695

TSINGTAO
HOTEL—
PENSION — SEASIDE
(only 2 min. from station)
Open all the year round; splendid rooms each with verandah.
$4.00 per day, up
Joseph Ph. Monchen Proprietor
32995

EDEN HOSPITAL
Men's Department
P372 *Nanking Road*
Open to the public
Hours 10 a.m to 4 p.m.
Special consideration to men in uniform.

The Banque Industrielle de Chine
will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favourable terms to intending subscribers.
32507

Municipal Notification
No. 2702

7 PER CENT. LOAN, 1920
Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road to whom all enquiries should be addressed.

By order,
N. D. LIDDELL,
Secretary.

Council Room,
Shanghai, April 13, 1920.
32501

DO YOU KNOW THAT
you can get a good decorator and painter whose price is cheaper and whose work is better than others. If you intend to renew your house with Cream Washing, or Hall's Distemper, or your furniture to be treated with Ningpo Varnish, Polish, etc.,
Please Address
S. L. VIVONNE HSU AND CO.
44, Nanlinglee, Haining Road, Shanghai.
32721

Dah Shing Garage
Tiendong Road
Corner of Seward Rd., Hongkew)
Tel. North 2276
Nice comfortable cars at your service. Monthly hire for office hours $60.
Tariff: 1st class, $4 per hour
2nd class, $3 per hour
¼ hour for $1.
Also repairing of Ford Cars, etc.
32014

DR. F. FRANEK
Specialist in Urinary Skin and Internal Diseases
21, Nanking Road
Consulting hours 11-1, 4-6
Tel. C. 851

NOTICE
By order of the board of directors, Mr. S. J. Betines, Mr. L. Estabbier, and Mr. F. Galvin have been jointly appointed managing-directors of this Company for Shanghai.
PHARMACIE GENERALE
Societe Anonyme Francaise de Pharmacie and Drogu'erie
33089

Prof. Harry Ore
recommences his
Piano Lessons
from November 1st.
Address, 428 Rue Eugene Bard
Phone: Central 2090
33076

Shanghai Race Club

NOTICE

An Extraordinary General Meeting of Voting Members will be held at the Grand Stand at 6.15 p.m. on Monday, 1st November, 1920, to discuss and if approved, pass the Resolution contained in the circular issued to Voting Members dated 8th October, 1920.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.
33102

SALE! SALE!
FOR BUSINESS COMMENCING
Hand Made Lace, Embroidery, Centre-Pieces, Underwear, etc.
Tsen Chong Lace Co.
F93 Bubbling Well Road, Shanghai
3391

DANCING
Madam Kelvey, professional teacher of modern character, classical, ballet and toe dancing. Terms moderate. Write for appointment, Madam Kelvey, Box No. 49, Chinese Post Office.
32976

THE
URAL JEWELLERY STORE
The Latest Novelties in Jewellery of every description.
A special line of
URAL STONES
made to order in all colors and in any patterns desired.
Watches and Clocks
Bad
regulating and repairing of same
Engraving neatly executed.
No. 201 North Szechuen Road.
(Opp. Mission Book Store Co.)
33196

CAFÉ PAULISTA
P143, Nanking Road,
'Phone C. 2930
TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.
Cakes of all kinds made to order.
GENUINE BRAZIL COFFEE
Tins 75 cts. 1b.,
Tabloids 60 cts. doz.

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

HARDING OUTLINES POLICY TO BRITAIN

Tells Morning Post Correspondent He Is For 'America First'

ANTICIP... S RIVALRY

But Does Not Expect It To Interfere With Friendly Relations

London, September 20.—The Morning Post correspondent who has spent the past few days at Senator Harding's home in Marion, Ohio, has had several conversations with the Senator on his policy, especially so far as it relates to England. The correspondent says that Harding was not averse to having his position clearly stated to English readers through The Morning Post and that where he has been quoted it is with his own permission.

"Harding's policy, in few words," says the correspondent, "will be a policy of 'America first,' protection of American interests, fostering and development of American commerce and an American merchant marine and recognition that the first duty of an American President and his Government is to America.

"With this policy in view there is bound to be a sharp commercial rivalry between the United States and Britain and it is inevitable that in some direction their material interests will clash. That rivalry, however, will be, in his own words, 'honorable and fair.' It will be a contest in which there will be no foul playing and will not disturb 'the long continued friendship that has existed between the two nations.'

"Harding has no hostile feelings toward England; on the contrary, he does not hesitate frankly to voice his admiration for the cleverness with which England has always managed her affairs—managed them with such ability that her power and prestige and importance have constantly increased. He says this without envy or rancor, but he also says that England has set an example that America should follow and the same single purpose that has always been the British policy of promoting national interests should now be pursued by the United States.

"It would have been crass folly for the United States," he said, "to assume a mandate over a country in which the United States has no political interest.

"In one of our conversations I brought up specifically the subject of Anglo-American relations and the commercial rivalry between the two countries as a sequel to the war which may produce some irritation. Harding anticipates some, but he does not fear it will threaten the harmony of intercourse. He believes that the United States ought to carry the great bulk of her Atlantic commerce in her own bottoms and is firmly convinced that this is for the benefit of America.

"'How foolish we have been,' he says. 'We built up England's great merchant fleet, we made Germany's mercantile marine possible, but we must not repeat that folly. We must not give our carrying trade and its profits to other nations when we ought to keep those profits in our own pockets.'

"Harding foresees a sharp struggle between England and the United States for the trade of South America, which, in his opinion, the United States and not England should control, because South America is within the sphere of America's influence and not England's."

STATUES ARE 'ARRESTED'

Bronze Figures Removed To Save Them From Thieves

Breslau, Germany—Unable to check the despoiling by metal thieves of monuments in the public parks, the police have decided to remove to places of safekeeping all bronze statuary which can be easily transported.

Among the statues of great men placed under "protective arrest" are those of Germany's nature poet Eichendorff, and the composer of war songs Korner.

A huge statue of Diana has been mutilated, the vandals having wrenched off her spear. They tried without success to cut off her arms. Many brass and bronze inscription tablets have been stolen.

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

Business and Official Notices (Continued from Page 26)

TIBETAN RINGS

Ten dollars will bring you one of these unique Tibetan Silver Rings, set with large Turquoise or Red Coral. Twenty-five dollars will bring you an almost pure gold (20 carat) Tibetan ring also set with large Turquoise or Red Coral. Don't miss this opportunity. Makes an exceptionally valuable present. Think of it. A present from TIBET. You can't beat it. Wrap a narrow strip of paper snugly around large joint of finger you want the ring for. Cut the paper off so the ends just meet. Send it along, together with a Chinese Postal Money Order for the full amount to MR. ELLY WIDLER, TATSIENLU, SZECHWAN PROVINCE. No extra charges.

CHINESE GOVERNMENT RAILWAYS

S. N. AND S. H. N. LINES.

Additional Charges for Famine Relief.

For the relief of sufferers from the Famine, additional charges, as briefly given below, will be levied on the Railway receipts on these Lines on and from the 1st November, 1920.

1. PASSENGER TICKETS.

(a) On each 1st Class ticket—20 cents (big money)

(b) On each 2nd Class ticket—10 cents (big money)

(c) On each 3rd Class ticket of:

5 cents or under..1 copper cent.
10 cents .....2 copper cents.
15 cents .....3 copper cents.
20 cents.....4 copper cents.
25 cents and upwards 5 copper cents

No additional charge will be levied on 4th or coolie class tickets.

2. On THROUGH passenger tickets the above amounts multiplied by the number of participating lines will be collected.

3. FREIGHT TRAFFIC.—An additional charge of 5% will be collected on the total amount shown on each FREIGHT invoice.

4 PARCELS TRAFFIC.—On parcels traffic an additional charge of 3% on the total amount shown on the parcels ticket will be collected.

Additional Charges for Telegrams

To places within the same Province .....10 cents.
To places in other Provinces .....20 cents.
To Foreign Countries ....30 cents.

5. Posters giving detailed particulars are being exhibited at the stations.

By order,
TRAFFIC MANAGER.

33063

Alma Estates, Ltd.
Anglo-Java Estates, Ltd.
Bukit Toh Alang Rubber Estate, Ltd.
Chempedak Rubber and Gambier Estate, Ltd.
Cheng Rubber Estates, Ltd.
Java Consolidated Rubber and Coffee Estates, Ltd.
Kroewok Java Plantations, Ltd.
Senawang Rubber Estates Co., Ltd.
Shanghai Klebang Rubber Estate, Ltd.
Shanghai Seremban Rubber Estates, Ltd.
Tebong Rubber and Tapioca Estate, Ltd.
Ziangbe Rubber Co., Ltd.
Shanghai Building and Investment Co., Ltd.

The Registered Offices of the above Companies have been removed to 24A. Kiangse Road, (Telephone Building). Tel. No. C1422, 1424.

J. A. WATTIE & CO., LTD.
Secretaries.

33125

Chinese Telegraph Administration

NOTICE

From the 1st of November, 1920 and until further notice the following surcharges for Famine Fund will be collected for each telegram:—

For telegrams in China within the same province ..10 cts.
For telegrams to neighbouring provinces .....20 cts.
For telegrams to foreign countries .....30 cts.

By Order,
CHOW WAN PANG.
Manager and District Director.

Shanghai, October 28th, 1920.

33190

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.
Hours 9—12 2—5
15 Nanking Road, Cor. Szechuen Road
(American Oriental Bank Building)
Third Floor—Take Elevator.

S. S. "WHEATLAD MONTANA"

From Seattle

NOTICE TO CONSIGNEES.

Examination of ship-damaged cargo ex s.s. "WHEATLAND MONTANA" will be held at the Robert Dollar Company's PAI LIEN CHIEN WHARF on Wednesday, November 3rd at 9 a.m.

Messrs. Eisler and Reeves, Marine Surveyors will be in attendance.

THE ADMIRAL LINE,
Pacific Steamship Company.

33236

S. S. "EASTERN ADMIRAL"

From New York

NOTICE TO CONSIGNEES.

Examination of ship-damaged cargo ex s.s. "EASTERN ADMIRAL" will be held at the Osaka Shosen Kaisha Wharf on Thursday November 4th at 9 a.m.

Messrs. Eisler and Reeves, Marine Surveyors will be in attendance.

BARBER STEAMSHIP LINES, INC.,
The Admiral Line, Agents.

33237

S.S. "SURUGA"

From New York

NOTICE TO CONSIGNEES.

Examination of ship-damaged cargo ex s.s. "SURUGA" will be held at the KAIYOSHA CO.'S POO-TUNG WHARF on Friday, November 5th at 9 a.m.

Messrs. Eisler and Reeves, Marine Surveyors will be in attendance.

BARBER STEAMSHIP LINES, INC.,
The Admiral Line, Agents.

33238

Dr. Furstenbeg, M.D.

Has Removed to 8B Kiukiang Road
Specialist in urinary, venereal, skin and internal diseases.
Hours 11 to 1, and 4½ to 6½
Telephone Central 838

32864

FRESH MILK

delivery twice daily.

EXTRA ORDERS

are executed at any time

AIKOSHA DAIRY

39 Avenue Dubail
Tel. C. 2175

Yuen Sung Tai & Co.

Wholesale and Retail Dealers in all Kinds of

FURS, RUGS, ROBES

No. C. 123 Honan Road.
Tel. C. 4048.
and
Branch Office 4 Honan Road.
SHANGHAI.

32589

Cercle Sportif Francais

Hard Court Tournament and Mixed Doubles American Tournament Handicap (Grass Courts) to be held on November 6, 7, 8, 9, 10, 13 and 14, play to commence at 2 p.m. each day.

Entries accompanied by fees for the following must be sent to the undersigned before noon on Monday, 1st November.

Ladies' Singles—entrance fee...$2
Ladies' Doubles—entrance fee.. 4
Mixed Doubles—entrance fee.... 5
Gentlemen's Doubles—entrance fee 3
Gentlemen's Loubles—entrance fee 5
American Tournament Handicap 5

A. ALEXANDER,
care of Babcock and Wilcox, Ltd.,
No. 1 The Bund, Shanghai.

33189

新 最
全大理地治政業商國中
New Atlas & Commercial Gazetteer of China

"The book that answers my questions about China quicker than any other."
"The biggest and best book on China."

Edited by Edwin John Dingle

Address Enquiries to the Proprietors:

Far Eastern Geographical Establishment

NOTICE

We can supply a good assortment of Venetian laces, filet, Irish crochet, cut works, etc. Intending purchasers please apply to the Export Office.

THE TLEE LACE FACTORY,
H11-12 Haskell Road, Shanghai.

32844

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates
Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai.

NOTICE

Dr. BELILIOS'
present address is No. 6 Jinkee Road.

33046

Dr. R. Holper, M.D.

(Bordeaux Universite, France.)
Specialist in venereal, urinary, skin and internal diseases.
15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence 77 Avenue Dubail
Tel. Central 736

27310

Experienced Engineer

AN exceptional opportunity is offered to the right man as engineer-in-chief, with an American firm. Only one who is thoroughly grounded technically and who has had experience in practical building in re-inforced concrete, brick, and stone, need apply to Box 1146, care of THE CHINA PRESS.

33179

LOST

Lost, a draft No. L.359 for $50, issued by Wei Fong Commercial Bank of Lanchow (蘭州蔚豐商業銀行), payable to Mr. Yeh Moh Vung (葉茂文), has been lost. The above having been declared null and void at the said Bank, the Public is hereby warned against accepting or negotiating the same.

By order
YEH MOH VUNG.

33191

New French Government Loan 6%

The Banque de L'Indo-Chine beg to inform the public that a new French Government Loan will be issued from 20th October to 30th November 1920.

Subscriptions will be received from this day at the following conditions:

Interest: 6 francs per 100 francs capital (Perpetual).

Price of issue: 100 francs, payable in full on the date of subscription.

Bons de la Defense Nationale; Bons du Tresor; Obligations de la Defense Nationale and Rente Amortissable 3 1/2 %, will be received in payment.

The following will also be accepted in payment, but only up to one half of the amount subscribed for: Rente Francaise 5% 1915, 1916 and 1920; 4% 1917 and 1918.

The best conditions of exchange will be granted by

THE BANQUE DE L'INDO-CHINE

33017

Dr. E. G. Lobzowsky

DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

Chinese Post Office

Notification No. 477.

Increase in Domestic Registration Fee, etc., and Issue of Postage Stamps surcharged for the benefit of the Famine Relief Fund

The public is hereby notified that, in order to assist in raising funds for the relief of the famine in North China, the registration fee for all local and domestic mail matter, Tariffs I, II, III and IV, will be increased from 5 cents to 6 cents for one year from December 1st, 1920, to November 30th, 1921, and that during the same period an additional one half percent will be added to all domestic money order fees. Further, postage stamps of the values of 2 cents, 4 cents and 6 cents surcharged with the values 1 cent, 3 cents and 5 cents, respectively, will be on sale during the same period in addition to the postage stamps now on sale. The surcharged stamps will be sold at the original value of the stamp, but for the purpose of franking mail matter or parcels, both domestic and international, they will be accepted only at the surcharged value. The use of the surcharged stamps for franking mail matter is optional.

By Order of the Co-Director General of Posts,
C. H. SHIELDS,
Postal Commissioner.

Chinese Post Office,
Shanghai, 29th October, 1920.

33205

LOST

Lost, A B/L No. 69 for 114 cases provisions ex s.s. "Columbia,"

marked: C C TS 1/113.

The said document has been declared Null and Void by the Shipping Co. concerned, and the Public are hereby warned against negotiating the same.

33208

Cercle Sportif Francaise

Le Comite a l'honneur d'informer M. M. les Membres, que en raison de la Fete des Morts, le The dansant du Mardi 2 Novembre n'aura pas lieu.

The Committee informs the Members of the club, that on account of the Fete of All Souls Day, the Tea dansant of Tuesday, 2nd November, will not take place.

33214

Dr. James Yuking

Specialist in the treatment of Venereal Diseases and Piles,
73 Nanking Road,
Piles guaranteed to be cured within ten days after one treatment without operation or pain.
Office hours: 9-12 and 1-5 daily.

HONMA HOSPITAL

No. 3A Miller Road,
Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urotroscope
Skin Diseases
Massage Treatment

The International Recreation Club

KIANGWAN RACES

72nd MEETING.
6th November, 1920
(Saturday)

First Saddling Bell at 1.00 p.m. Sharp.

ENTRIES for all events close at 7 p.m. on Monday, 1st November, 1920, at the Club House, 126, Bubbling Well Road.

ENTRY FORMS may be obtained upon application to the undersigned.

By order,
Y. S. DAY,
Secretary.

33202

The Great Northern Telegraph Company, Limited, of Denmark

NOTICE

Additional Charges for Famine Relief

Senders of telegrams are hereby advised that the Chinese Government having imposed an extra charge on all telegrams to places in China (including Hongkong and Macao) in order to raise funds for relief of the famine in North China the following extra charges will from the 1st November, 1920 be collected on their behalf:

On each telegram to places within the same provinces..10 cents.
On each telegram to places in other provinces .....20 cents.

J. IBSEN-SORENSEN, J. P. ISLEF.
For General Manager in China and Japan.

33172

NOTICE

The management of the Trocadero Cafe wish to announce that Mr. J. A. Bowman is no longer connected with the Cafe in any capacity whatsoever, and they will not be responsible for any bills contracted by him on behalf of the Cafe.

Shanghai, 28th October, 1920.

33188

Dr. M. N. Katzen, M.D.

Specialist in Surgical, Woman's and Internal Diseases.
Consulting hours:—5-7 p.m.

Dr. S. S. Shpilberg, M.D.

Specialist in Internal, Children's and Nervous Diseases.
Consulting hours: 10-12 a.m.
3-5 p.m.
Office: 12, NANKING ROAD, Kelly and Walsh Building.
Telephone: Central 3214.
Residence Telephones
North 560 and North 2035

32978.

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885, Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

32506

SUNBEAM Motor Cycle for Sale, 2¼ H. P. Recently overhauled by foreign motor engineer, machine in excellent condition. Tls. 270 or nearest offer. May be seen at Dong Chong Bicycle Company's show-room.

33185

WINTER SALE

Great Bargains For Two Weeks Only
from October 27th to November 10th, 1920

Woollen Merchants & Outfitters

Yuen Sun Chong

No. A-296 Broadway, Hongkew

33111

GREAT SALE

For Two Weeks Only

October 26 to November 8

We have a good selection of Gentlemen's Woollen suitings, serges, and overcoatings. Down quilts, Wool Rugs, Wool stockings, Velvet Hats, Felt Hats, Fur Hats, etc.

All included in this Great Sale

Wong Shing Chong & Co., Gentlemen's Tailor

379P Nanking Road, West of Town Hall
Telephone No. 4024
SHANGHAI

33085

SHANGHAI RACE CLUB

Autumn Race Meeting, 1920

Monday, 8th November
Tuesday, 9th "
Wednesday, 10t "
} *First Sadding Bell, at 11.30 a.m.*

and

Saturday, 13th November, *First Sadding Bell, at 1.15 p.m.*

Members and their wives and daughters who may require new badges are asked to notify the Undersigned without delay.

Grand Stand tickets giving admission to the Members' Enclosure, Members' Pari-Mutuels and Grand Stand may be obtained on application to the Undersigned.

Price for the 4 days { $15 each for Gentlemen / $10 each for Ladies

Price for single day { $ 5 each for Gentlemen / $ 3 each for Ladies

Badges giving admission to the unreserved part of the Enclosure may be obtained from Messrs. Kelly and Walsh, Ltd., or at the Public Entrance Gate, No. 14 Mohawk Road.

Prices { for the 4 days ..... $6 each / for single day ..... $2 each

Tiffins and Refreshments will be obtainable at the Course.

For Members and Grand Stand Ticket-holders—in the Grand Stand.

For the Public—in the Public Refreshment Rooms.

The Tiffin interval will be after the Third Race.

The First bell after tiffin will be rung at 2 p.m. prompt.

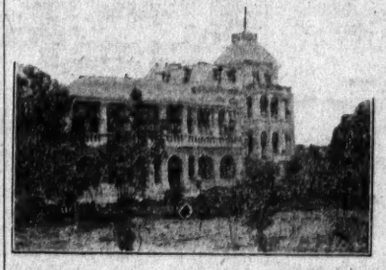
By Order of the Stewards,
A. W. OLSEN,
Secretary.
Shanghai Race Club.

33149

Yangtsze Hotel, Nanking

南京揚子江旅館

First-class Foreign Hotel

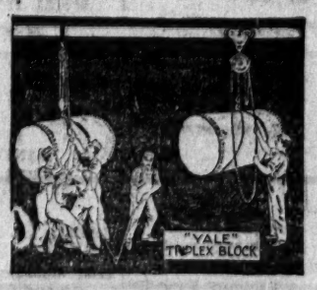


Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
Proprietress

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to

FEARON, DANIEL & CO., INC.

18B, Kiangse Road,
Sole Agents in North China

SARDINES

IN OIL and IN TOMATO
ANCHOVIES IN OIL,
of the BEST FRENCH MANUFACTURERS

SWEETMEAT CASTLE

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund £2,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Proppit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Rangoon
Bangkok	Karachi	Saigon
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala Lumpur	Singapore
Cawnpore	(F. M. S.)	Sourabaya
Canton	London	Tientsin
Cebu	Madras	Tavoy
Colombo	Manila	(Lower Burma)
Delhi	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama
Hongkong	Puket	
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Fcs.
Subscribed Capital . 72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1/6/20) 69,500,000.00

Head Office:
15 bis, Rue Lafitte, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $31,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund.....	26,000,000
Capital Contributed by Chinese Government	**Kup-Tls. 3,500,000**
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills Currie & Co.
Paris: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

滙海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organized by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Managers' Office Cen. 5803
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Chang Chien Jr.
General Manager
S. S. Yang
Manager
C. C. Hsu
Sub-Manager
C. Chu
General Secretary
C. P. Chow
Manager Foreign Dep't

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves ..... Fr. 12,027,956

Head office: BRUSSELS
London Office: 3 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangemements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £1,000,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 435,461.90

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2612 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Posis New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chih Min, Sub-Manager.
Mene Chia, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus: $19,600,000
Undivided Profits: U.S. $3,200,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK,
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolosan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan
Canton	Kobe
Hankow	Yokohama
Harbin	Java
Hongkong	Batavia
Peking	Sourabaya
Shanghai	Panama
Tientsin	Colon
Tsingtau	Panama
Dominican Republic	Philippine Islands
Barahona	Cebu
Puerto Plata	Manila
San Pedro de Macoris	Straits Settlements
Sanchez	Singapore
Santiago	
Santo Domingo	
India	
Bombay	
Calcutta	
Rangoon	

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy
Buenos Aires	Genoa
Cnce (Buenos Aires)	Peru
Rosario	Lima
Belgium	Porto Rico
Antwerp	Ponce
Brussels	San Juan
Brazil	South Africa
Bahia	Cape Town
Pernambuco	Spain
Porto Alegre	Barcelona
Rio de Janeiro	Madrid
Santos	Trinidad
Sao Paulo	Port of Spain
Chile	Uruguay
Santiago	Montevideo
Valparaiso	Calle Rondean (Montevideo)
Colombia	Venezuela
Barranquilla	Caracas
Bogota	Ciudad Bolivar
Medellin	Maracaibo
Cuba	
Havana and 22 other cities in Cuba	

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Banque Industrielle de China

Capital authorised Frs. 250,000,000
Capital subscribed " 150,000,000
Capital paid up .. " 75,000,000
Reserve ..... " 30,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: Andre Berthelot
General Manager: A. J. Pernotte

HEAD OFFICE:
74 Rue Saint Lazare, Paris
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.

Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application.

Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

E. LION,
Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

T. M. CHEN Acting Manager

Nederlandsche Handel Maatschappij

(Netherlands Trading Society)
Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djamber	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital $2,000,000
Paid up Capital 1,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted.
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement

LI TSE FONG,
Manager

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $1,000,000.00
Reserve Capital . 81,427.61
Resources 10,000,000.00

Head Office and Branches:
Hangchow, Shanghai, Haimon and Lanchi.

Domestic Agencies:
Throughout CHINA at principal Cities.

Foreign Correspondents:
London, Paris, Rotterdam Amsterdam, New York, Chicago San Francisco Tokyo, Kobe Yokohama, Osaka, Hakodate Seoul, Fusan, and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Savings Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Mgr's, Office and C. 2147, Gen'l. Office

Cable Address:
"CHINDUSBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800 00
Aut. Cap. Gold It. Lire.. 16,000 00
Paid up Capital .....S.$1,200 000
Paid up Cap. Gold It. Lire 4,000 000
Branches: Peking, Shanghai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credit Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Italian Discount Co. Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga
Switzerland: Banca Union di Credito.
Current fixed and savings accounts carried in Taels Dollars Sterling U.S. Gold Italian Lire Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Bankinit
SHANGHAI No. 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091
G. GIACHINO: ROBERT LEE
Managers.

ASIA
BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE NEW YORK CITY 35 Broadway.

HEAD OFFICE FOR FAR EAST SHANGHAI (Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business transacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, "BANKASIA"
Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)

Statutes approved by the Government in 1915
Head Office: Tientsin

Subscribed Capital $2,000,000.00
Paid-Up Capital $1,020,000.00
Reserve Fund ..... $ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinatti

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and, Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION
FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$754,000

HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

CANADA—400 branches of the Union Bank of Canada

Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.

CURRENT & FIXED DEPOSITS

Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.

Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

Condensed Statement of Condition
June 30, 1920

Assets:		Liabilities:	
Loans and Discounts	$3,574,402	Capital	$1,000,000
Bills Receivable	8,393,309	Reserve	120,000
Credit Granted on Acceptances	3,125,331	Deposits	8,507,501
Cash	3,619,706	Drafts Issued	6,199,902
Other Assets	620,908	Liability on Acceptances..	3,125,331
		Other Liabilities	380,922
	$19,333,656		$19,333,656

HEAD OFFICE: 9 NINGPO ROAD

HONGKEW BRANCH: 15 NORTH SZECHUEN ROAD

Every description of Banking and Exchange business transacted

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Commercial Bank of China

Head Office: SHANGHAI

Sh. Tls.
Subscribed Capital 5,000,000
Paid-Up Capital 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. O. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Formerly Commercial and Industrial Bank of China)

Established by American and Chinese Capitalists under Special Charter of the Government of China issued April 12th, 1919.

Authorized Capital G.$10,000,000
Paid-up Capital 5,000,000

Head Office:
198 Hsi Ho Yen, Peking
President:
The Honorable Chien Nen-shun.
American Vice-President:
James A. Thomas, Esq., Peking.
Chinese Vice President:
Hsu Un-yuan, Esq., Peking.

NEW YORK AGENTS:
The Chase National Bank, The American Foreign Banking Corporation, and Hayden, Stone & Co.

Branches in China:
Peking, Tientsin, Shanghai, Hankow, Chengtu, and agents in important cities.

Manila Branch:
Manila, P. I.

Current Accounts opened on usual terms. Fixed Deposits received at rates to be ascertained on application. Drafts issued and Telegraphic Transfers made. Foreign exchanges bought and sold. Commercial and Circular Letters of Credit issued. Bills, Checks, and other Documents collected. Purchase and Sale of Stocks and Bonds effected. Every description of General Banking Business transacted.

The Bank is closely associated with a number of the leading Financial Institutions in the United States and also prominent Chinese Capitalists in China, and is prepared to give financial facilities and to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

Your account will be welcomed at this Bank, where you are assured of absolute security and the most courteous service.

Shanghai Branch:
No. 11 Nanking Road.
Tel. Central Nos. 5841, 5842.
H. A. Allen, Manager.
Louis Shen, Assistant Manager.
Sooyil K. Shen, Assistant Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-Up Capital $12,279,860.00
Reserve Fund ... $1,298,522.60
Special Reserve Fund $1,698,898.68

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Mukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Yunieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Bunt Man-chang,
Manager.
Shanghai, 15th February, 1919.

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.

23 Kiangse Road, Shanghai.

In The U. S. Court For China

Jackson T. Hammond,
Plaintiff,
vs.
Thomas W. Simmons & Co.
Defendant.
Cause No. 992
JUDGMENT.
Filed October 30, 1920.

SYLLABUS

1.—Land and tenant: Lighting. Where the lease requires the landlord to "furnish free . . . light", without further qualification, at best the only limitation is one of reasonableness and the landlord is not entitled to an injunction to reduce the amount of electric current used by the tenant except upon a clear showing that such amount is unreasonable.

2.—Alteration of Premises. A further provision that "the tenant is allowed to remove any partition" authorises the conversion of two rooms into one by the removal of the barrier between them.

3.—Words and Phrases. "Partition" is used interchangeably with "wall," though the former is also spoken of as "of slighter nature."

4.—Alterations authorised by the lease, subject to the requirement of restoration before the premises are vacated, do not until then give rise to an action for damages.

5.—A Prohibitory Injunction will not be granted where the acts complained of have been committed and there is no averment of threatened repetition.

Messrs. Linobarger & Holcomb, for plaintiff.

Messrs. Linebarger & Holcomb, Bryan, by Mr. Bryan, for defendant.

LOBINGIER, J.:

Under date of January 22, 1920, defendant wrote plaintiff.

"We hereby agree to lease from you the premises known as all of the first floor at 6 Foochow Road, Shanghai, containing 6 rooms, together with a hall, and some small rooms all contained in the same floor, on a monthly basis, beginning from March 1, 1920, and we agree to pay you the sum of Shanghai Tls. 465.00 per month, on the first day of each month in advance as rent for same.

"You are to furnish us free with heat, taxes, water and light but not fan power. We agree to lease the place for a term of one year from the first of March, 1920, but in the event that you are compelled to vacate the premises on account of a notice from the Chinese Government to you, then we agree, upon a notice served on us by you, to vacate the said premises at any time, by one calender month's notice in writing.

Below the above and on the same sheet appears the following over the signature of plaintiff:

"I hereby agree to all of the conditions named in this letter."

Later (just when is disputed) the clause was added:

"The tenant is allowed to remove any partition if they put the walls in order. (Signed) J. T. Hammond."

Pursuant to this contract defendant entered into possession and on May 6, plaintiff commenced this action alleging unauthorised alterations of the premises and excessive consumption of electric light. The prayer was for

"judgment against the defendant in the sum of Six Hundred Taels damages together with interest costs outlays and disbursements. And . . . a temporary injunction" to prevent plaintiff

(1) From in any manner making changes or alterations of whatsoever nature in the said premises;

(2) From using the said electric current in any amount in excess of Fifteen Taels Shanghai Sycee per month;

(3) From performing any acts or allowing any omissions not in conformance with a tenant-like possession of the said premises;

(4) And for such further and additional relief as may seem fit and proper."

The answer is in effect a general denial.

The principal alteration complained of is the removal of a barrier which divided a former bath room from what is now the office of the compradore of defendant who justifies the removal under the last addition to the contract quoted above. Plaintiff, on the other hand, claims that the removed structure was not a "partition" but a wall. But plaintiff's architect witness calls it a "partition" (p. 9) while the lexicographers, both lay and legal, use the two words as practically synonymous, and the qualification made by one of them seems to be met in this instance for an inspection of the premises indicates that the removed structure instead of being "of strong materials" as alleged, was composed of wood and plaster only. Several witnesses declare (pp. 109, 113, 114, 116) that it contained no bricks and it would therefore seem to have been "of a slighter nature than a wall proper."

Plaintiff claims that the clause authorising "the tenant . . . to remove any partition" was added after the removal above mentioned. Defendant's witnesses are equally positive that the addition was before the removal and the burden is upon plaintiff to show the contrary. But it really makes very little difference as to the time when the clause was added for under it defendant could have restored the partition and then removed it which would have been the same to plaintiff. So long as the premises are restored at the end of the tenancy he is not prejudiced. It is true the new municipal rules for Chinese buildings forbid the erection of a "hollow wall or partition" of brick or lath and plaster. But this is not a Chinese building as defined therein and besides plaintiff cannot complain if defendant in restoring the partition is obliged to use heavier materials or expend more than in the original construction.

The removal of this partition seems to have necessitated the removal of some tiles to which, therefore, the foregoing observations mostly apply, and which are now in plaintiff's possession. As to the enclosure of the veranda plaintiff, though on the stand later, does not contradict the testimony (pp. 53, 54, 67, 68) that he sanctioned this change. The other alterations and innovations complained of were of rather a minor character and some of them have already been removed. Indeed it is conceded in plaintiff's brief (p. 16) that no "huge and irreparable damage has been done" and neither the inspection nor the evidence points to permanent injury. But if such is found at the termination of the lease plaintiff will then have a remedy in damages; for it is not questioned that defendant is financially responsible. A preventive injunction is, of course, not available with such a remedy nor as to alterations already made.

The most serious complaint is that regarding the consumption of electric current for which, it is alleged, defendant's expenditure should be limited to Tls. 15 per month. But the contract it will be seen, contains no such limitation. It is an unqualified undertaking by plaintiff to "furnish" defendant with "light." The latter's counsel, indeed, contends that this requires plaintiff to furnish defendant with "all the light he needed." But let us assume, with plaintiff's counsel, an implied provision that defendant should not consume an unreasonable amount. In that case not only does the burden rest on plaintiff to show that the consumption has been unreasonable; the term itself has different meanings according to the circumstances. A business requiring much night work would reasonably need more current than one whose activities are confined to short, daylight hours. Reasonableness, in other words, depends on several factors and we certainly could not, from the data before us, find that any consumption by defendant above Tls. 15 would be unreasonable. One disinterested witness who deals in electrical supplies and installations, testifies that Tls. 50.00 would be a "very reasonable" monthly amount for an establishment like defendant's. Plaintiff shows, indeed, a considerable increase in consumption during the first two months of defendant's occupancy. But no witness, professing to be expert in electric lighting testifies that the amount consumed by defendant has been unreasonable, considering the nature and size of its business. Defendant's engineering chief presents a statement (Ex. 16) showing that the average candle power per square foot of defendant's lamps at the time of the trial was 1.53 while plaintiff's principal expert witness, though not an engineer, testified (pp. 159, 160) that any amount under 2 candle power would be reasonable.

Counsel for plaintiff contends that the latter "never agreed to furnish current." But he agreed to furnish light and as the building was already lighted electrically the natural interpretation would be that electric current should continue to be used. The installation was changed after defendant's entry but here again plaintiff though on the stand later, did not deny the testimony (pp. 52, 53, 66, 129, 131) that this was done with his knowledge and that he offered no objection. It is also complained that defendant's consumption of current was increased by furnishing "subtenants." Two other corporations have headquarters there but they seem to have been more subsidiary or "interlocking" companies using the same staff but increasing defendant's consumption no more than if they had been departments of it.

Some of the alterations and innovations complained of may require readjustment when the tenancy terminates and plaintiff's right to have the premises restored to the same condition as when defendant entered, barring ordinary deterioration, can be enforced. But at present we must find that judgment for damages would be premature and that no sufficient ground for an injunction has been established.

It is accordingly considered and adjudged that plaintiff take nothing by his petition and that defendant recover its costs.

CHARLES, S. LOBINGIER.
By the Court.
Judge.

Vessels Due

Choysang, *Hongkong*	Oct.	31
Chenan, *Tsingtao*	Nov.	4
Chungking, *Hankow*	Nov.	8
Dilwara, *Bombay*	Nov.	6
E. of Japan, *Vancouver*	Nov.	1
E. of Asia, *Vancouver*	Nov.	6
Feiching, *Foochow*	Nov.	1
Fengtien, *Tientsin*	Nov.	3
Hsin Peking, *Ningpo*	Oct.	31
Hwahta, *Hankow*	Nov.	1
Haean, *Wenchow*	Oct.	31
Hsinkong, *Tientsin*	Nov.	1
Japan, *Calcutta*	Nov.	4
Kiangteen, *Ningpo*	Nov.	2
Kiangyu, *Hankow*	Nov.	2
Kobe Maru, *Dairen*	Nov.	3
Kutwo, *Hankow*	Nov.	3
Kianghsin, *Hankow*	Nov.	6
Koonshing, *Tientsin*	Nov.	1
Kwangtah, *Hongkong*	Oct.	31
Kiangyung, *Hankow*	Nov.	8
Luenyi, *Hankow*	Oct.	31
Loongwo, *Hankow*	Nov.	7
Nanking, *Hongkong*	Nov.	4
Ngankin, *Hankow*	Nov.	4
Ningshao, *Hankow*	Nov.	1
Novara, *Japan*	Nov.	5
Omi Maru, *Japan*	Nov.	7
Sakaki Maru, *Dairen*	Nov.	8
Shuntien, *Tientsin*	Oct.	31
Sinkiang, *Hongkong*	Nov.	1
Suiwo, *Hankow*	Oct.	31
Shantung, *Hongkong*	Nov.	6
Shengking, *Hankow*	Nov.	6
Sunning, *Hongkong*	Nov.	8
Takeshima Maru, *Japan*	Nov.	4
Tean, *Hongkong*	Nov.	4
Tenyo Maru, *Hongkong*	Oct.	31
Tuckwo, *Hankow*	Nov.	4
Takada, *Calcutta*	Oct.	31
Tatung, *Hankow*	Nov.	7
Tungchow, *Tientsin*	Nov.	7
Venezuela, *Hongkong*	Nov.	6
Vogtland, *London*	Oct.	31
Waishing, *Hankow*	Nov.	1
Wuchang, *Hankow*	Nov.	1
Woosung, *Hankow*	Nov.	5
Wakanoura Maru, *Japan*	Nov.	6
Wosang, *Hankow*	Nov.	6
Yamashiro Maru, *Japan*	Oct.	31
Yawata Maru, *Japan*	Nov.	3
Yalou, *London*	Nov.	5

Amusements

NEW HELEN
Haining Road.
TODAY MATINEE
"The Midnight Man"
5th and 6th Episodes
"The Masked Rider"
Alias "MEXICAN BANDITS"
1st and 2nd Episodes.
"Hit Him Again"
Chaplin Comedy
TO-NIGHT TO-NIGHT
"The Midnight Man"
7th and 8th Episodes.
"Vengeance of Durand"
Thrilling Drama, in two Parts
"Hit Him Again"
Chaplain Comedy.
PROGRAMME FOR MONDAY
New Serial
"The Masked Rider"
Alias "MEXICAN BANDITS"
3rd and 4th Episodes.

In consequence of a large number of our patrons not having seen the first two episodes of this serial, they will be shown together with the 3rd and 4th episodes. This serial is a new picture, never having been previously shown in China.

ASTOR HOUSE HOTEL ATTRACTIONS
STARTING NOV. 1st IN BALL ROOM:
Tea Dansants Every Monday, Tuesday, Wednesday, Thursday and Friday
5 p.m. to 7.15 p.m.
EVERY SATURDAY NIGHT:
SPECIAL DINNER DE LUXE AND DANCE
In dining Room. Grand Ball at 10 p.m. in Ball Room
After the Show come to the Astor House,
DANCING in Ball Room Every Night
(Except Sunday) SUPPER A LA CARTE
WE HAVE THE BEST
JAZZ DANCE ORCHESTRA
IN THE FAR EAST,
All Artists Under the Able Leadership of
EARL CURRENS, RAG-TIME KING
For Reservations Phones North 200 and 908

AMUSEMENTS

VICTORIA THEATRE
COMPLETE NEW PROGRAMME
Tonight! *Tonight!*
Presenting
THE WORLD'S FOREMOST FILM FAVORITE
Mary Pickford
IN A POWERFUL DRAMA OF SMILES AND TEARS
"THE FOUNDLING"
AND
One of the best Mack Sennett Paramount Comedies

"THE BATTLE ROYAL"
TWO PARTS
MATINEE TODAY AT 3.15 SHOWING
"THE FOUNDLING" "BATTLE ROYAL" and "THE CARTER CASE"

HERE ARE LAUGHS!
They are packed in two Reels each. The chuckles and the Roars, the smiles and the Joy-Shouts bottled up in this Great Programme. These comedies when uncorked will make our audiences hold their sides.
Extraordinary Super Programme
For Tonight October 31st and MATINEE TODAY
At the **OLYMPIC THEATRE**
Presenting
AN ALL COMEDY PROGRAMME
For the first time in Shanghai
"SELSIOR DANCING FILMS"
The Latest Novelty of the Screen
"THE SUMMER GIRLS"

This Comedy is strictly a girl picture. All the Sennett beauties are born athletes and finished swimmers and are given a chance to prove it in this latest Sennett hit. There are also a few new ones among them. Yes, the seal is also an athlete.

BILLY WEST in "THE ROGUE"
An Extraordinary Funny Two Parts Comedy with a Big Punch.

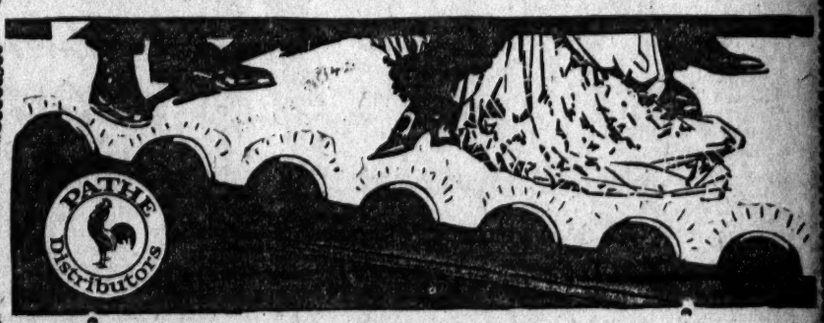
ROSCOE FATTY ARBUCKLE in "Good Night Nurse" PARAMOUNT-ARBUCKLE COMEDY

And another one of the famous FATTY ARBUCKLE BURLESQUES
"GOOD NIGHT NURSE"
It will be one of the Brightest and Funny Programs ever Screened. You will Laugh Until Your tears come.

AT THE **APOLLO**
Monday, Tuesday and Wednesday, November 1st, 2nd and 3rd
PATHE PRESENTS
AT THE **APOLLO**
CHAPTER VI AND VII
THE FINAL PARTS OF THE CELEBRATED EMILE ZOLA NOVEL
Showing "WORK" Showing
"EVOLUTION OF THE PEOPLE" AND "PEACE IN WORK"
TODAY MATINEE at 3 p.m.
CHAPTER FIFTH OF THE CELEBRATED EMILE ZOLA NOVEL
"WORK"
entitled:
"JUSTICE"
and
"SNUB" POLLARD IN A VERY FUNNY COMEDY
"THE HOME STRETCH"
One Part.
TONIGHT at 9:15 p.m.
MAE MARSH and TOM MOORE
in
"THE CINDERELLA MAN"
A six Part Drama
A wonderful Production!
"SNUB POLLARD"
One Part Comedy
"TROTTING THROUGH TURKEY"
Full of Hearty laughs.

AN EXTRA SPECIAL PRESENTATION FOR OUR PATRONS!
AN ATTRACTIVE BLACKTON PRODUCTION!
FOR FOUR NIGHTS COMMENCING ON THURSDAY!
A Drama that Spotlights the Inner Heart of Footlight Life and Family Love

A BLACKTON PRODUCTION
"My Husband's Other Wife"
With SYLVIA BREAMER, ROBERT GORDON
AND AN ALL STAR CAST



¶ CAN A LEADING LADY LOVE HER HUSBAND AND HER ART AT THE SAME TIME?
¶ WOULD YOU GET A DIVORCE IF YOUR HUSBAND HAD ANOTHER WIFE?
WHEN IS A WIFE NOT A WIFE
¶ HAVE YOU EVER SEEN AN OUTRAGED HUSBAND?
¶ WHY DID HER HUSBAND HAVE ANOTHER WIFE?
¶ HAS A HUSBAND A RIGHT TO DEMAND CHILDREN IN HIS HOME?
¶ DOES GOD'S LAW SANCTION DIVORCE?
¶ HAVE YOU A LITTLE DRAMA IN YOUR FAMILY?
¶ WHAT IS A NAMELESS WIFE?
A Drama Interesting to Fathers, Mothers, Sweethearts or Lovers!
DON'T GET A DIVORCE
UNTIL YOU SEE
"MY HUSBAND'S OTHER WIFE"
SIX PARTS FEATURING SIX PARTS
SILVIA BREAMER—ROBERT GORDON
AND AN ALL STAR CAST
WE PAY THE ALIMONY IF
ANY OF OUR PATRONS GET A DIVORCE AFTER SEEING
"MY HUSBAND'S OTHER WIFE"
AT THE **APOLLO**

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangyung Captain C. Smith will leave on Sunday, October 31, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangwah, Captain McArthur, will leave on Monday, November 1, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Puyang, Captain Carnaghan, will leave from the French Bund on Monday, Nov. 1, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Woodgett, will sail for the abovementioned ports from Hunt's Wharf on Monday, November 1, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

PUKOW.—The China Navigation Co.'s Steamer Sulyang, Captain J. Gibbs, will leave on Tuesday, November 2, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the abovementioned ports from Hunt's Wharf on Tuesday, November 2, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Captain Frazier, will leave from the French Bund on Tuesday, November 2, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain Pickard, will leave on Wednesday, November 3, at midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Waishing, 1,864 Tons, Captain Christie, will sail for the abovementioned ports from Old Ningpo Wharf on Wednesday, November 3 at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain James, will sail for the abovementioned ports from Hunt's Wharf on Thursday, November 4, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the abovementioned ports from Hunt's Wharf on Friday, November 5, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

For Southern Ports

AMOY.—The China Navigation Co.'s Steamer Kwellin, Captain A. McDowell, will leave on Sunday, October 31, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HONGKONG.—The s.s. Empress of Japan of The Canadian Pacific Ocean Service, Ltd., will leave Woosung on Monday, November 1. The tender Alexandra conveying passengers and mail will leave the Customs Jetty at 4 p.m. the same day. For passage, apply to G. M. Jackson, Palace Hotel Building 19A Bund, Tel. C. 182. For Freight, apply to N. Lees Smith, Corner of Peking and Yuen Ming Yuen Roads: Tel. C. 181.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. E. Edwards, will leave from the French Bund on Monday, November 1, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, November 2, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Szechuen, Captain Benson, will leave from the French Bund direct for the above ports on Tuesday, November 2, at noon. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents Freight Tel. No. 77, Passage Tel. No. 401.

AMOY.—The China Navigation Co.'s Steamer Ichang, Captain Isbister, will leave on Thursday, November 4, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer SINKIANG, Captain C. W. Puckett, will leave from the French Bund direct for the above ports on Thursday, November 4, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. Hsinming, Captain Mackinnon will leave on Sunday morning, October 31. For Freight or Passage apply to C.M.S.N. Co.

CHINWANGTAO Direct.—The Kailan Mining Administration will despatch the s.s. Kiangping, on October 31, 1920. For Freight apply to Agent, 1 Jinkee Road. Tel. Central 1114.

ANTUNG.—The China Navigation Co.'s Steamer Hunan, Captain Byers, will leave on Tuesday, November 2, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Captain H. A. Walker, will leave from the French Bund on Tuesday, November 2, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NEWCHWANG.—The China Navigation Co's Str. Chinkiang, Capt. B.A. Thomson will leave on Tuesday, November 2, at noon For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain E. L. Jones, will leave on Thursday, November 4, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHEFOO & DALNY.—The China Navigation Co.'s Steamer Shansi, Captain R. Lewis, will leave on Friday, November 5, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

VLADIVOSTOK DIRECT.—The s.s. Shinyue, Capt. Puchert, will be despatched from Shanghai on Saturday, November 6. For Freight or Passage, apply to L. V. LANG, No. 8 French Bund. (Telephone Nos: Central 4702 and 3059).

VLADIVOSTOK DIRECT.—The s.s. Yungshin, Captain ——— will be despatched from Shanghai on Thursday, November 25. For Freight or Passage, apply to L. V. Land, No. 8 French Bund (Telephone Nos. Central 4702 and 3059.)

For Foreign Ports

SAN FRANCISCO via Nagasaki, Inland Sea, Kobe, Yokohama & Honolulu.—The s.s. Tenyo Maru 22,000 tons, Capt. Y. Maki, will be despatched on Sunday, October 31. Tender conveying passengers and mails will leave Customs jetty at 3 p.m. For passage apply to TOYO KISEN KAISHA, T. N. Alexander, Manager.

TRIESTE & VENICE.—The s.s Africa of Lloyd Triestino will be despatched for the above mentioned ports on Monday, November 1, at 11 a.m. The tender with passengers and baggage will leave the Customs Jetty at 9 a.m. the same day. For further particulars apply to Lloyd Triestino

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec.	6	— Chinwangtao	Indigirka	Rus.	R.V.F.
Mar.	19	— Japan	Kiyo Maru	Jap.	Kaiyosha
Mar.	22	— ———	Chiesan	Chi.	W. & Co
May	30	— Japan	Tosa Maru 10	Jap.	
July	4	— Chinwangtao	Haedan		
Aug.	8	—	Admiralsins	Am.	A. Line
Sep.	14	— River ports	Aquarius	Am.	S. & Dix.
Sep.	18	—	Fujisan Maru	Jap	M.B.K.
Sep.	19	—	Ryusho Maru	Jap.	M.B.K.
Sep.	24	—	Shinsei Maru	Jap.	K. M. A.
Sep.	26	— Cruise	St. Broeck	Br.	
Oct.	9	— Singapore	Unda	Br.	A.P. Co
Oct.	12	— Vladivostock	Dobrovolec	Z.S.	Master
Oct.	14	— Foochow	Chinhsing	Chi.	Kut Kee
Oct.	14	— Cruise	Pacific	Dan.	G.N.T. Co.
Oct.	14	—	Francol		
Oct.	15	— Hankow	Warsinger	Am.	Adl. Line
Oct.	22	— Hankow	C. M. Mailhol	Fr.	M. M. Cie
Oct.	23	— Hongkong	West Hepburn	Am.	Dollar Co.
Oct.	24	—	Hwahchie	Chi.	D. & Co.
Oct.	25	— Liverpool, ports	Laertes	Br.	B. & S.
Oct.	25	— Japan	Africa	Ital.	L. Triest
Oct.	25	— Hankow, etc.	Kanagoo	Chi.	C.M.S.N. Co
Oct.	26	— Japan	Telamon	Br.	B. & S.
Oct.	27	— Japan	Rokko Maru	Jap.	M.S.K.
Oct.	27	— Cruise	Liuhsing	Chi.	Customs
Oct.	28	— Seattle, ports	W. of Montana	Am.	Adl. Line
Oct.	28	— Pukow	Eastern Admiral	Am.	A. Line
Oct.	28	—	Ralph Mollar	Chi.	M. & Co.
Oct.	29	— Japan	Mitsura Maru	Jap.	M.B.K.
Oct.	29	— Cruise	Store Nordiske	Dan.	G.N.T. Co.
Oct.	29	— New York	Suruga	Am.	A. Line
Oct.	29	— Vladivostock	Yamamitsu M.	Jap.	Ch. R. Shaw
Oct.	29	— Cruise	Chuentiao	Chi.	Customs
Oct.	29	— Hankow, etc.	Chungking	Br.	B. & S.
Oct.	29	— Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Oct.	29	— Hankow, etc.	Siangyang Maru	Jap.	N. K. K.
Oct.	29	— Hankow	Hanping	Chi.	H. Y. P.
Oct.	29	— Marseilles, ports	Cordillere	Fr.	M. M. Cie
Oct.	29	— Japan	Kishun Maru	Jap.	M.B.K.
Oct.	29	— Tientsin, ports	Kingsang	Br.	J. M. & Co.
Oct.	29	— Tientsin, ports	Hsinming	Chi.	C.M.S.N. Co.
Oct.	29	— Japan	Sansei Maru	Jap.	M. S. K.
Oct.	29	— Chinwangtao	Hachiro Maru	Jap.	K.M.A.
Oct.	29	— Chinwangtao	Miyo Maru	Jap.	K.M.A.
Oct.	29	— River ports	Meinan	Am.	Socony.
Oct.	30	— Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Oct.	30	— Tientsin	Yusang	Br.	J. M. & Co.
Oct.	30	— Antung	Kweilin	Br.	B. & S.
Oct.	30	— Hongkong	Sulyang	Br.	B. & S.
Oct.	30	— Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
Oct.	30	— Hankow, etc.	Luenho	Br.	J.M. & Co.
Oct.	30	— Hankow, etc.	Poyang	Br.	B. & S.
Oct.	30	— Hankow, etc.	Talee Maru	Jap.	N.K.K.
Oct.	30	— Pukow	Szechuen	Br.	B. & S.
Oct.	30	— Chefoo	Weishun	Chi.	S.P.S.N. Co.
Oct.	30	—	Allinga	Br.	A. P. Co.

Departures

Date		From	Ships Name	Flag	Agents
Oct.	29	— Hankow, etc.	Tseangtah	Br.	C.I. & E.L. Co.
Oct.	29	— Newchwang	Juho Maru	Jap.	M.B.K.
Oct.	29	— Native Customs	Tenju Maru	Jap.	S. Shokai
Oct.	30	— Hankow, etc.	Changon	Chi.	S.P.S.N. Co.
Oct.	30	— Hankow, etc.	Tatung	Br.	B. & S.
Oct.	30	— Hankow, etc.	Loongwo	Br.	J. M. & Co
Oct.	30	— Hankow, etc.	Tachang Maru	Jap.	N. K. K.
Oct.	30	— Chinwangtao	Dozan Maru	Jap.	S. Shokai
Oct.	30	— Milke	Kaiho Maru	Jap.	M.B.K.
Oct.	30	— Tientsin, ports	Tungchow	Br.	B. & S.
Oct.	30	— Japan	Nellore	Br.	M.M. & Co.
Oct.	30	— Japan	Gen. Church	Br.	D. & Co.
Oct.	30	— London, ports	Gleniffer	Br.	G. L. E. A.
Oct.	30	— Japan	Chikugo Maru	Jap.	N. Y. K.
Oct.	30	— Japan	Kasuga Maru	Jap.	N. Y. K.
Oct.	30	— Japan	Japan	Sw.	E. F. A.
Oct.	30	— Tsingtao	Chenan	Br.	B. & S.
Oct.	30	— Canton, ports	Paling Maru	Jap.	N. K. K.
Oct.	30	— S. H'kong, C'ton	Yingchow	Br.	B. & S.
Oct.	30	— New York, ports	Melville Dollar	Br.	Dollar Co.
Oct.	30	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Arrivals

Date		From	Ships Name	Flag	Agents
Oct.	30	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Oct.	30	— Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Oct.	30	— Tientsin	Yusang	Br.	J. M. & Co.
Oct.	30	— Antung	Kweilin	Br.	B. & S.
Oct.	30	— Hongkong	Sulyang	Br.	B. & S.
Oct.	30	— Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
Oct.	30	— Hankow, etc.	Luenho	Br.	J.M. & Co.
Oct.	30	— Hankow, etc.	Poyang	Br.	B. & S.
Oct.	30	— Hankow, etc.	Talee Maru	Jap.	N. K. K.
Oct.	30	— Pukow	Szechuen	Br.	B. & S.
Oct.	30	— Chefoo	Weishun	Chi.	S.P.S.N. Co.
Oct.	30	—	Allinga	Br.	A. P. Co.

ATTENTION

Steamship Companies

Watchmen Furnished Day or Night to Ships in Harbor. Watchmen Under Guarantee and Foreign Supervision. We supply Watchmen on Short Notice. Rates on application.

Drop us a Line and our Man will call.

The American-Chinese Ship Watchmen Ass'n.
LA. 241 Yangtszepoo Road.
33229

CANADIAN PACIFIC OCEAN SERVICES LIMITED
TRANS-PACIFIC LINES

S. S. "METHVEN"
will leave SHANGHAI on or about November 12th.
For Singapore
For Bills of Lading, Freight Rates, etc., apply to
N. LEES-SMITH, Acting Agent.
Cor. Peking and Yuenmingyuen Roads, Shanghai. Tel. Central 181.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS,
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.
S.S. "POYANG" ..... sails November 1st, midnight.
S.S. "LUENYI" ..... sails November 2nd, midnight.
S.S. "WUCHANG" ..... sails November 3rd, midnight.
Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "SHUNTIEN" ..... sails November 2, 3 p.m.
S.S. "FENGTIEN" ..... sails November 6th.

FOR CHEFOO and TIENTSIN
S.S. "CHEKIANG" ..... sails November 4th, daylight.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SZECHUEN" ..... sails November 2nd, direct.
S.S. "SINKIANG" ..... (via Amoy) November 4th.
S.S. "CHENAN" ..... (via Swatow) November 6th.
Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "TEAN" ..... sails November 6th.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

BUTTERFIELD & SWIRE,
Agents,
French Bund.

Tel. No.:
Passengers: Central No. 401.
Freight: Central No. 77.

C P O S
Canada - United States - Europe
Through Tickets Issued
Reservations Arranged. Itineraries Planned.
Dominion Express Travellers Cheques Sold

SAILINGS

To Vancouver
Emp. of Japan Nov. 12
Emp. of Asia Nov. 20
Emp. of Russia Dec. 18

To Manila-Hongkong
†Emp. of Japan Nov. 1
*Emp. of Asia Nov. 6
*Emp. of Russia Dec. 4
†Monteagle Dec. 19
*Via Manila
†To Hongkong Direct

1921 ATLANTIC RESERVATIONS
For the season of 1921, in order to properly take care of the requirements of our passengers travelling from the Orient to Europe, we will hold in our Oriental offices an allotment of cabins on our Atlantic steamers. After 1921 sailing dates have been determined, we will be in a position to allot this accommodation.

Freight Office
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Telephone, Central 181

Passenger Office
Palace Hotel
19 The Bund
Shanghai.
Telephone, Central 181

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY
TRANS PACIFIC FREIGHT SERVICE

FOR HONGKONG-MANILA-SINGAPORE
S.S. CITY OF SPOKANE NOV. 17

Portland, Ore, via Hongkong and Manila
S.S. COAXET NOV. 21
S.S. WAWALONA DEC. 7

FOR DAIREN AND SEATTLE
S.S. WHEATLAND OF MONTANA NOV. 1

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE,
Agent
Telegraphic Address: "ADMIRALINE."
53 Szechuen Road Telephone Central 1471.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Venezuela .. Nov. 6	S.S. Ecuador ... Nov. 13
S.S. Ecuador .... Dec. 4	S.S. Colombia ... Dec. 11
S.S. Colombia .... Jan. 1	S.S. Venezuela .... Jan. 8

FREIGHT ONLY.
For Manila and Hongkong
S.S. WEST NIGER ..... about ..... Nov. 4
For Japan Ports and San Francisco
S.S. WEST NIGER ..... about ..... Nov. 25

SHANGHAI—CALCUTTA SERVICE
FREIGHT ONLY
Calling at Hongkong, Saigon, Singapore and Penang.
S.S. LAKE GILPEN ..... about ..... Nov. 1

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. WEST SEQUANA ... about ..... Nov. 10

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.
Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Palace Hotel Building,
Telephone Central 3055. Cable Adress "SOLANO."

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO
"TENYO MARU" ..... October 31, 1920
"SHINYO MARU" ..... November 26, 1920
"KOREA MARU" ..... December 20, 1920

FOR HONGKONG
"SHINYO MARU" ..... November 11, 1920

All steamers of this company are thoroughly modern and up to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LTD.
Railway transporation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
M. FUJII, Manager,
North China Insurance Co.'s Building.
Telephone No. 3229.

LLOYD TRIESTINO
Fast Passenger Service. Regular Sailings for
Trieste and Adriatic Ports
taking cargo on through Bill of Lading to
Adriatic, Levant, Black Sea and Danube Ports.
Next sailings:—
S.S. "AFRICA" about October 30
For particulars regarding freight and passages, apply to
LLOYD TRIESTINO S. N. CO.
Sassoon Building (28, Kiangse Road): Tel. C. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu
S.S. "NANKING" (15,000 tons) ..... Nov. 4
S.S. "NILE" (14,000 tons) ..... Nov. 9
S.S. "CHINA" (10,200 tons) ..... Dec. 7

FOR HONGKONG DIRECT
S.S. "CHINA" ..... Nov. 24
S.S. "NANKING" ..... Jan. 2
S.S. "NILE" ..... Jan. 6

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to
F. R. BARRETT,
Agent.
Cable address "CHIMAIL" Phone "Central 4778"
Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N.Y.K.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.
Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said:—
KITANO MARU ... 16,000 Capt. F. E. Cope, Nov. 8
INABA MARU ..... 12,500 Capt. N. Seo, Nov. 22
EUROPEAN LINE CARGO SERVICE
For Marseilles and Liverpool via ports:—
KAMAKURA MARU 12,500 Capt. S. Enya, Dec. 5
TSURUGA MARU .... Capt. B. Takano. Dec. 20
For London, Rotterdam, and Hamburg via Ports:
DAKAR MARU .... 10,000 Capt. M. Kobayashi, Nov. 4
LIMA MARU ..... 10,000 Capt. E. Masuzumi, Nov. 20
FOR VICTORIA AND SEATTLE (Via Nagasaki, Kobe and Yokohama).
FUSHIMI MARU ... 21,000 Capt. M. Machida, Dec. 18
KATORI MARU .... 19,000 Capt. K. Yoshikawa, Jan. 5
FOR VICTORIA AND SEATTLE (Sailing from Kobe).
KASHIMA MARU .. 19,000 Capt. K. Itsuno, Nov. 6
FOR NEW YORK VIA PANAMA (Via Japan Ports and San Francisco).
TOBA MARU ..... 15,000 Capt. S. Frukawa, End of Nov.
FOR SOUTH AMERICA (Sailing from Kobe)
For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—
HAKODATE MARU 10,000 Capt. T. Kinoshita, Nov. 21
FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.
TAKESHIMA M. ... 4,500 Capt. S. Kimura, Nov. 7
WAKANOURA MARU 5,000 Capt. J. Fujisawa, Nov. 9
KASUGA MARU ... 7,000 Capt. R. Shimizu, Nov. 16
FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).
YAMASHIRO MARU 7,000 Capt. H. Hawai, Nov. 3
YAWATA MARU .... 7,000 Capt. S. Shinohara, Nov. 6
OMI MARU ..... 7,000 Capt. S. Kishimoto, Nov. 10
CHIKUGO MARU .... 5,500 Capt. K. Hayashi, Nov. 13
FOR KOBE DIRECT.
KAMO MARU ..... 16,000 Capt. M. Nakamura, Nov. 3
FOR HONGKONG.
KATORI MARU ... 19,000 Capt. K. Yoshikawa, Dec. 17
FOR MANILA AND HONGKONG.
KASHIMA MARU .. 19,000 Capt. K. Itsuno, Jan. 8, 1921
FOR AUSTRALIA (Sailing from Hongkong).
For Manila, Zamboanga, Thursday Isl., Townsville, Brishbane, Sydney, Melbourne:—
AKI MARU ..... 12,500 Capt. G. Shinomiya, Nov. 15
TANGO MARU .... 14,000 Capt. B. Saito, Dec. 22
NIKKO MARU .... 10,000 Capt. J. Kurano, January

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND
TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

Operated for account of UNITED STATES SHIPPING BOARD

For rates and full particulars apply to

AMERICAN TRADING COMPANY
AGENTS

53 SZECHUEN ROAD Telephone Central 944

BARBER STEAMSHIP LINES, INC.
FOR LONDON, ANTWERP & LIVERPOOL
S.S. "Eastern Admiral" Nov. 3

FOR LONDON-ANTWERP-ROTTERDAM
S.S. "Eastern Planet" Nov. 1 S.S. "Eastern Cloud" Nov. 10

FOR BOSTON AND NEW YORK
S.S. "City of Joliet" Nov. 12

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON
INCORPORATED
Pacific representatives and operators
Green Star Line

For San Francisco—via Kobe and Yokohama.
U.S.S.B. S.S. WEST HENSHAW ..... Nov. 6th
For San Francisco—via Dairen, Kobe and Yokohama.
U.S.S.B. S.S. HATHAWAY ..... Nov. 29th
For Seattle—via Kobe, and Yokohama.
U.S.S.B. S.S. WEST ISON ..... Nov. 29th
For New York—via Suez Canal.
Green Star S.S. EURANA ..... Dec. 3rd.
For Hongkong—via Manila.
U.S.S.B. S.S. HATHAWAY ..... Nov. 8th.
For Manila—via Hongkong.
U.S.S.B. S.S. WEST ISON ..... Nov. 10th
For Singapore—via Manila and Saigon.
U.S.S.B. S.S. WEST CACTUS ..... Nov. 16th.

EXECUTIVE OFFICE FOR THE FAR EAST — SHANGHAI OFFICE
Shanghai, China. 7 Jinkee Road Tel. Cent. 2557
C. S. HOLMES, Asst. General Manager. W. B. Lunt, Agent.
Telegrams "DIXSTRUTH"

MEN OF WAR IN PORT

Station	Date	Name	Flag and Rating
	Oct. 23	Aberanda	Am. transport.
P. & O. B. I.	Oct. 26	Alacrity	Br. gunboat
B.I.V.	Oct. 26	Chitose	Jap. gun-boat
Y.P.D.	June 25	Cockchafer	Br. gun-boat
F N B	Oct. 21	Destrees	Fr. cruiser
2 O	Oct. 27	Hollyhock	Br. cruiser
B.N.B.	Oct. 28	Kinsha	Br. gun-boat
S'chow Creak	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creak	Oct. 29	M.A.S. 227	Ital. sub-chaser
U. S. N. B.	Oct. 13	Palos	Am. gun-boat
3 P	Oct. 15	Scarab	Br. gun-boat
E E W	Oct. 26	Toba	Jap. gunboat
8 P	Oct. 12	Villalobos	Am. gunboat
B.J.	Sep. 10	Woodcock	Br. gunboat

P. & O., British India, Apcar, E. & A. S.S. Lines
(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "NOVARA" November 8th
S.S. "NELLORE" November 22nd
S.S. "SOMALI" December 6th
S.S. "DEVANHA" December 13th
S.S. "SICILIA" December 27th
S.S. "PLASSY" January 17th

FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" December 5th
S.S. "DUNERA" November 12th

FOR CALCUTTA DIRECT FROM HONGKONG
S.S. "TAKADA" November 14th
S.S. "JAPAN" November 22nd
S.S. "TANDA" December 7th

FOR SYDNEY from HONGKONG
S.S. "EASTERN" October 30th
S.S. "KANOWNA" December 1st
S.S. "ST. ALBANS" December 1st

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 168
Passage: Central 2510
Freight: Central 2669

CHINA PACIFIC CO.
Agents for
Columbia Pacific Shipping Co.
and
Sudden and Christenson

Sailing from Shanghai about

S.S. "West Keats" Nov. 20
S.S. "West Nivaria" Dec. 9
S.S. "Bearport" Dec. 17
S.S. "West Nomentum" Jan. 21
S.S. "Sinasta" Feb. 3

Cargo Service between
PORTLAND, OREGON
and
SHANGHAI, TSINGTAO, TIENTSIN and DAIREN
Through bills of lading to the principal cities of the United States and Canada.
For information as to freight rates, etc., apply to:—
C. L. Seitz, General Agent
Telephone C. 463
6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with Imperial Japanese Government
Sailings From Shanghai (Suoject to Alteration)

EUROPEAN LINE, For London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.
and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*ANDES MARU	16,000	D. Imaidzumi,	Nov. 1	Nov. 4

NEW YORK LINE, For San Francisco, Panama and Cuba via Japan Ports.
*HAGUE MARU ... 15,000 K. Kitano, Nov. 19 Nov. 21
PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Nagasaki, Kobe and Yokohama.
HAWAII MARU ...18,000 T. Snruga, Nov. 13 Nov. 15
FOR HONGKONG.
AFRICA MARU .... 18,000 H. Tamamoto, Nov. 11 Nov. 12
FOR NORTH CHINA PORTS, For Dairen via Tientsin.
KEELUNG MARU ....3,000 N. Namizawa, Nov. 2 Nov. 4
FOR FORMOSA, For Takao via Keelung.
KOHOKU MARU ....5,000 J. Akazawa, Nov. 4 Nov. 6
Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.
Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund, Tel. Nos. Central 4232, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel Nos Central 2215 East 208 and 212. Tel. Address: SHOSEN, Shanghai.

Shipping Items

The P. and O. s.s. Dilwara, from Bombay on October 18, was expected to leave Singapore for Hongkong and Shanghai on Friday.

The P. and O. s.s. Somali, from London on September 24, was expected to leave Singapore for Hongkong and Shanghai on Thursday.

The M.M. s.s. Chili, with the French mails, left Marseilles on Wednesday, October 13 and is expected to arrive in Shanghai on November 20.

The Lloyd Triestino s.s. Africa arrived in Shanghai from Japan Monday morning and will sail for Trieste and Venice tomorrow at 11 a.m. The tender with passengers will leave, the Customs jetty at 9 o'clock tomorrow morning.

The I-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The T.K.K. s.s. Tenyo Maru left Hongkong on Thursday and is due at Woosung early this morning. The tender with inbound passengers is expected to reach the Customs jetty about 9:30 o'clock. The Tenyo sails for San Francisco by way of Japan ports and Honolulu this evening and the outgoing passengers tender will leave at 3 o'clock this afternoon.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The I-C. s.s. Waishing left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The B.P. s.s. Japan, from Calcutta on October 15, is expected to leave Hongkong for Shanghai tomorrow.

The C.M. s.s. Feiching was expected to leave Foochow for Shanghai yesterday.

The Adl. Line s.s. Keketticut left Colombo for Port Said on Monday, October 25.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The I-C. s.s. Choysang is expected to arrive in Shanghai from Canton, Hongkong and Swatow today.

The S.M.R. s.s. Sakaki Maru arrived in Shanghai from Dairen and Tsingtao yesterday morning and will sail for same ports at 1 o'clock this afternoon. The tender with passengers will leave the Customs jetty at noon.

The E. and A. s.s. Kanowna left Sydney for Hongkong and ports on October 23.

The P. and O. s.s. Devanha, from London on October 8, is expected to leave Colombo for Singapore, Hongkong and Shanghai next Tuesday.

The P. and O. s.s. Novara is expected to leave Kobe for Shanghai tomorrow.

The B. I. s.s. Takada, from Calcutta on September 30, left Hongkong at noon on Wednesday and is due in Shanghai this evening.

The C.P.O.S. s.s. Empress of Japan is due at Woosung from Vancouver and Japan ports early tomorrow morning and the tender with inward bound passengers and mails is expecjed to reach the Customs jetty about 9.30 o'clock tomorrow morning. The Empress sails for Hongkong tomorrow night and the outgoing passengers tender will leave at 4 o'clock tomorrow afternoon.

The Adl. Line s.s. Henry Steers arrived at Manila from Dairen on Tuesday and sailed for Balikpapan on Wednesday.

The Adl. Line s.s. Eastern Planet left Hankow for Woosung on Thursday.

The I-C. s.s. Kutwo will leave Hankow for Shanghai today.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin and Chefoo tomorrow.

The C.M. s.s. Hsinfung left Wuhu for Tientsin on Thursday.

The C.M. s.s. Irene left Wuhu for Swatow on Thursday.

The C.M. s.s. Tungwah left Tientsin for Newchwang and Swatow on Friday.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The Glen Line s.s. Vogtland, from London, left Hongkong at noon on Thursday and is due in Shanghai this evening.

The M.M. s.s. Chef Mecanicien Mailhol will sail from Shanghai for Saigon, Colombo, Port Said, Alexandria and Antwerp on Sunday, November 7.

The M.M. s.s. Cordilliere, with French mails, arrived in Shanghai from Marseilles, and ports Friday morning and will sail for Kobe and Yokohama at 11 o'clock this morning. The tender Whangpoo with passengers will leave the French Mail jetty one hour earlier.

The Adl. Line s.s. Eldridge arrived at Singapore from Hongkong on Wednesday and sailed for Manila on Friday.

The I-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Ngankin will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Woosung will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Shantung will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Chenan will leave Tsingtao for Shanghai on Tuesday.

The C.M. s.s. Haean left Wenchow for Shanghai yesterday.

The C.M. s.s. Hsinkong left Tsingtao for Shanghai yesterday.

The N.Y.K. s.s. Yawata Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The N.Y.K. s.s. Takashima Maru will leave Nagasaki for Shanghai on Tuesday and is expected to arrive at the Wayside Wharf on Thursday.

The C.P.O.S. s.s. Empress of Asia, from Vancouver on October 21, is due to arrive at Yokohama on Tuesday and in Shanghai next Saturday.

The China Mail s.s. Nanking is scheduled to sail from Hongkong tomorrow and is due in Shanghai Thursday morning. The Nanking sails for San Francisco by way of Japan ports and Honolulu Thursday evening.

DOLLAR LINE
REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO
S.S. "West Ira" - - -U.S.S.B. - - Nov. 7th
S.S. "West Cadron" - - „ - - Nov. 18th

SAILINGS FOR VANCOUVER
S.S. "Harold Dollar" - - - - - Nov. 20th

SAILINGS FOR NEW YORK
S.S. "M. S. Dollar" - - - - - - Nov. 9th
S.S. "Harold Dollar" - - - - - Nov. 20th

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
TELEPHONE: CENTRAL 2308

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct. 31	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Nov. 2	—	San Francisco	West Hephurn	Am.	Dollar Co.
Nov. 4	—	San Francisco	†Nanking	Am.	China Mail
Nov. 6	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co
Nov. 7	—	Seattle	W. of Montana	Am.	Adl. Line
Nov. 7	—	San Francisco	West Ira	Am.	Dollar Co.
Nov. 9	—	Vancouver	M. S. Dollar	Br.	Dollar Co.
Nov. 9	—	San Francisco	†Nile	Am.	China Mail
Nov. 10	—	New York	West Sequana	Am.	[illegible]
Nov. 12	—	New York	C. of Joliet	Am.	A. Line
Nov. 12	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
Nov. 12	—	Boston & New York	C. of Joliet	Am.	Adl. Line
Nov. 18	—	San Francisco	West Cadron	Am.	Dollar Co.
Nov. 20	—	Vancouver	E. of Asia	Br.	C.P.O.S.
Nov. 20	—	Vancouver	Harold Dollar	Br.	Dollar Co.
Nov. 21	—	Portland	Coaxet	Am.	Adl Line
Nov. 29	—	San Francisco	Hathaway	Am.	S. & Dix
Dec. 1	—	New York	Tydeus	Br.	B. & S.
Dec. 4	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co
Dec. 6	—	Los Angeles	West Hika	Am.	L.A.P.N. Co.
Dec. 7	—	San Francisco	†China	Am.	China Mail
Dec. 15	—	New York	Remeo	Br.	B. & S.
Dec. 18	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Oct. 31	11.00*	Kobe, Yokohama	Cordillere	Fr.	M. M. Cie
Nov. 1	—	Kobe	Takada	Br.	M. M. & Co.
Nov. 3	—	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Nov. 6	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Nov. 7	—	N'saki, K., Y'hama	Takeshima Maru	Jap.	N. Y. K.
Nov. 9	—	N'saki, K., Y'hama	Wakanoura M.	Jap.	N.Y.K.
Nov. 10	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Nov. 13	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Nov. 1	11.00*	Trieste, etc.	†Africa	Ital.	L. Triest
Nov. 4	—	Hamburg, etc.	Dakar Maru	Jap.	N.Y.K.
Nov. 7	—	Antwerp, ports	C. M. Mailhol	Fr.	M. M. Cie
Nov. 7	10.00*	Marseilles, ports	†Porthos	Fr.	M. M. Cie
Nov. 7	—	London	Bloemfontine	Br.	J. M. & Co.
Nov. 8	—	London, ports	†Novara	Br.	M. M. & Co.
Nov. 8	—	London, ports	Kitano Maru	Jap.	N. Y. K.
Nov. 10	—	Marseilles, ports	West Sequana	Am.	P.M.S.S. Co.
Nov. 10	—	Bombay, ports	†Dilwara	Br.	M.M. & Co.
Nov. 10	—	Rotterdam, etc.	E. Cloud	Am.	Adl. Line
Nov. 11	—	Liverpool, etc.	Antiochus	Br.	B. & S.
Nov. 11	—	Antwerp, etc.	Atreus	Br.	B. & S.
Nov. 13	—	Liverpool, etc.	E. Admiral	Am.	Adl. Line
Nov. 15	—	Java ports	Tjikini	Dut.	H. C. T. Co.
Nov. 18	—	Antwerp, etc.	Elpenor	Br.	B. & S.
Nov. 18	—	London ..	C. of Naples	Br.	J.M. & Co.
Nov. 20	—	Amsterdam, ports	Kangean	Dut.	H. C. T. Co.
Nov. 20	—	Hamburg, ports	Lima Maru	Jap.	N.Y.K.
Nov. 22	—	London, ports	Nellore	Br.	M. M. & Co.
Nov. 22	—	London, ports	Inaba M.	Jap.	N.Y.K.
Nov. 25	—	Liverpool, etc.	Telemachus	Br.	B. & S.
Dec. 2	—	Hamburg, etc.	Theseus	Br.	B. & S.
Dec. 2	—	Liverpool	Orestes	Br.	B. & S.
Dec. 5	—	Liverpool, ports	Kamakura Maru	Jap.	N.Y.K.
Dec. 6	—	Lindon, ports	†Somali	Br.	M.M. & Co.
Dec. 9	—	L'pool, G'gow	Memnon	Br.	B. & S.
Dec. 13	—	London, ports	†Devanha	Br.	M.M. & Co.
Dec. 16	—	Antwerp, etc.	Pyrrhus	Br.	B. & S.
Dec. 16	—	Genoa & Liverpool	Demodocus	Br.	B. & S.
Dec. 20	—	Liverpool, ports	Tsuruga Maru	Jap.	N.Y.K.
Dec. 23	—	Liverpool, ports	Alcinous	Br.	B. & S.
Dec. 26	—	Liverpool	Hector	Br.	B. & S.
Dec. 30	—	Hamburg, etc.	Rhesus	Br.	B. & S.
Jan. 1	—	Hamburg, ports	Oanfa	Br.	B. & S.

FOR SOUTHERN PORTS

Oct. 31	D.L.	Amoy	Kweilin	Br.	B. & S.
Nov. 1	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Nov. 1	5.00	Ningpo	Hsin Peking	Br.	B. & S.
Nov. 1	4.00	Hongkong	E. of Japan	Br.	C.P.O.S.
Nov. 2	3.30	Ningpo	Kiangtsen	Chi.	C.M.S.N. Co.
Nov. 2	D.L.	S. H'kong, C'ton	Hangsang	Br.	J. M. & Co.
Nov. 2	noon	Hongkong, Canton	Szechuen	Br.	B. & S.
Nov. 4	D.D.	Hongkong, Canton	Sinkiang	Br.	B. & S.
Nov. 4	—	Takao, Keelung	Kohoku Maru	Jap.	O. S. K.
Nov. 4	D.L.	Amoy	Ichang	Br.	B. & S.
Nov. 6	—	Manila, Hongkong	E. of Asia	Br.	C.P.O.S.
Nov. 11	—	Hongkong	Shinyo Maru	Jap.	T.K.K.
Nov. 12	—	Hongkong	Africa Maru	Jap.	O. S. K.
Nov. 13	—	Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co.
Nov. 21	—	Hongkong, Manila	Coaxet	Am.	Adl. Line
Nov. 24	—	Hongkong	China	Am.	China Mail
Nov. 28	—	Hongkong, Manila	Elkton	Am.	Adl. Line

FOR NORTHERN PORTS

Oct. 31	1.00	Tsingtao & Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Oct. 31	2.00	Chefoo, Tientsin	Kingsing	Br.	J. M. & Co.
Oct. 31	—	Chinwangtao	Kiangping	Chi.	K.M.A.
Oct. 31	—	Chefoo, Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Nov. 2	D.L.	Tsingtao	Choysang	Br.	J. M. & Co.
Nov. 2	noon	Antung	Hunan	Br.	B. & S.
Nov. 2	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Nov. 2	noon	Newchwang	Chinkiang	Br.	B. & S.
Nov. 4	D.L.	Chefoo & Tientsin	Chekiang	Br.	B. & S.
Nov. 4	—	Tientsin, ports	Keelung M.	Jap.	O. S. K.
Nov. 4	4.30	Tsingtao & Dairen	Kobe Maru	Jap.	S. M. R. Co.
Nov. 4	8.00*	C'foo, N., T'tsin	Koonshing	Br.	J.M. & Co.
Nov. 5	D.L.	Chefoo, Dairen	Shansi	Br.	B. & S.
Nov. 6	—	Vladivostok	Shinyue	Chi.	L.V. Lang

FOR RIVER PORTS

Oct. 31	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Nov. 1	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Nov. 1	M.N.	Hankow, etc.	Duenho	Br.	J.M. & Co.
Nov. 1	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Nov. 2	M.N.	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Nov. 2	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Nov. 2	noon	Pukow	Suiyang	Br.	B. & S.
Nov. 3	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Nov. 3	M.N.	Hankow, etc.	Ningshao	Chi.	N.S.S.N. Co.
Nov. 3	M.N.	Hankow, etc.	Waishing	Br.	J.M. & Co.
Nov. 3	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Nov. 4	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Nov. 4	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Nov. 5	M.N.	Hankow, etc.	Tuckwo	Br.	J.M. & Co.
Nov. 5	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
Nov. 6	M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Nov. 8	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Nov. 8	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Nov. 8	M.N.	Hankow, etc.	Shengking	Br.	B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

Information For Mariners

SUNDAY, OCTOBER 31, 1920

High Water at Woosung Bar
(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock.
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
2h. 15m.	8ft. 6in.	2h. 36m.	11ft. 0in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
1	13	1	37

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
8 40 p.m.	9 45 a.m.	6h. 15m.	5h. 12m.	5h. 30m.	5h. 57m.

Mean Barometric Pressure at Shanghai
For October 30.08in.
764.1 mm.

Business and Official Notices

SPECIAL

1919 STUTZ ROADSTER, Wire wheels, A.1. mechanical condition, good tyres. Sacrifice for cash.

DAVIS, CENTRAL GARAGE, 2a Jinkee Road.

We buy for cash Tel., Central 3809 We sell on time

ESTABLISHED 1874 TELEPHONE CENTRAL 188

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Monday, November 1st.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.

Wednesday, November 3rd.—Sundry Sound and damaged cargo in godown at 2.30 p.m.

Thursday, November 4th.—Superior Household Furniture and a fine Selection of Cut Glass Ware.

Friday, November 12th.—Excellent Household Furniture and Sundries at 28 Rue Corneille.

FUR AUCTION

We expect to receive our usual consignment of furs some time next month, when some superb skins will be offered at auction in our saleroom.

SHANGHAI AUCTIONEERS CO.

Telephone No. 5021

favoured with instructions from

THE CONCERNED

will sell by Public Auction within their salesroom

No. 97 Szechuen Road

on Tuesday, the 2nd November 1920

commencing at 10 a.m. and continuing at 3 p.m.

a small consignment of

SUPERIOR NEW CARPETS & RUGS

arrived recently and in the latest designs and colours.

Including Kim Axminster Square, Wilton Velvet Square, Kim Plain Square, Brussels Square and Tapestry Square in attractive colours, new designs and various sizes Axminster, Velvet, Brussels and Tapestry Stair Carpets.

also

A large assortment of EIDER DOWN QUILTS AND PILLOWS in assorted colours, fancy borders and sizes to suit single and double bedsteads.

AMERICAN WHITE HEAVY WOOLLEN BLANKETS in pairs for single and double bedsteads.

and

Superior and substantial

NEW HOUSEHOLD AND OFFICE FURNITURE

in teakwood, oakwood, and blackwood and

WINTER REQUISITES

HALL
OFFICE
SMOKE ROOM
DRAWING ROOM
DINING ROOM
BED ROOM

comprising:—

Oak mirror back hat and umbrella stand, blackwood carved large hall table, blackwood carved flower stand.

Oak large roll top desk, revolving desk chair, oak flat top desk, bookcase, roll top file cabinet, book stand, file cabinet, tapestry upholstered large double spring chesterfield couch, arm chairs; teak mahogany stained, silk tapestry seated drawing room furniture; teak mahogany stained, bevelled mirror back pier glass, bevelled mirror back chiffonier, lady's writing desk, mantel mirror, jardiniere stand, teapoy, fancy center table, teak mahogany stained, silver ware cabinet with silk tapestry lining, photogravures in teak and oak frames and colour pictures.

Oak black stained bevelled mirror back sideboard, cellarette, dining table, dining chairs, E.P. ware cabinet, linen cabinet, large tapestry upholstered double spring couch, arm chair, Morris arm chair, copper mounted jardiniere stand, fancy electric table lamp, solid brass fender, coal box, fire brasses, CHINESE PROCELAINS, BRONZES, BRASSES AND JADE ORNAMENTS OF ANCIENT DYNASTIES, blackwood side table in carved wood, blackwood screen with porcelain panels, table linen, good E.P., cutlery, crockery, glass ware and cut glass ware. Teak mahogany-stained bedroom furniture, oakstained bedroom furniture, all fitted with bevelled mirrors, 4-poster solid brass double bedstead and white enamel brass mounted double and single bedsteads, cretonne upholstered sofa, arm chairs, round table, teapoy, clothes horse and elder down pillows. Enamel saucepans, fry-pans and kitchen ware.

also

2 Salamandre Stoves
6 New enamelled iron baths
1 Fine toned iron framed piano
1 Fine toned piano by Blocher

On view Saturday, 30th Sunday, 31st, and Monday, 1st November, when catalogues will be ready.

All Should Know

That persons suffering from incipient rheumatism, sprains, or strains, blows or contusions, faulty circulation, etc. are best treated by Dr. Olson's new method. Results prove.

52A Range Road. Office Hours 2-5 p.m., other times by appointment Tel. North 293.

NOTICE

The Shanghai Life Insurance Company Limited

The Offices of the above Company have been removed to The China Mutual Life Building, 10 Canton Road, Shanghai.

33097

Not a Single CROSS WORD in a CASE SANDY MACDONALD (Sandy Mac) is the best SCOTCH WHISKY At All Storekeepers

GARNER, QUELCH & CO. Sole Agents

Ladies Hats

Of the latest styles, in plain sailors. Plush with beaver brims. COLOURS black and assorted colours. VELOURS and velvet-trimmed. Just arrived by the S.S. "Nile," and will be displayed on November 2nd. Considering the late arrival of this shipment, we are selling them at extra low prices, so as to make a clean sweep of same, also a consignment of Corsets with elastic tops, and sporting belts.

I. CANTOROVICH
11, BROADWAY.

33234

HOUSES WANTED

WANTED, by American couple, nicely furnished house in French or western district, to be available by November 15th. Apply to Box 1150, THE CHINA PRESS.
33199 N. 2

FURNISHED house wanted in western district for occupancy earliest possible after 30th November. K. M. Cumming, Reiss and Co. Telephone Central 1447.
33116 N. 2

APARTMENTS WANTED

ROOM WANTED, full board, preferably with private family, by young business girl. Economical rental essential; permanent. Apply to Box 1162, THE CHINA PRESS.
33222 O. 31

TWO bachelors desire room with board November 1st; prefer private family, western district. Apply to Box 1151, THE CHINA PRESS.
33200 O. 31

ROOM and board wanted at once by an American gentleman. Private family desired but not absolutely necessary. Apply to Box 1143, THE CHINA PRESS.
33173 O. 31

SITUATION VACANT

WANTED, experienced typist for general office work. Must have good knowledge of English and be able to type fast. Reply, stating previous experience and salary required. Apply to Box 1154, THE CHINA PRESS.
33211 N. 5

"MEADOW" BRAND FRESH BUTTER

in one pound pats may be obtained from all leading Storekeepers

TINNED BUTTER

HAZEL WOOD BRAND

Finest American Butter in one and two pounds full weight tins

Per case of 24 2 lb. tins. $49.00
Per case of 48 1 lb. tins. 51.00

Geddes & Co., Limited.

IMPORTERS

5 Peking Road Tel. 349

FOR AMERICAN, BRITISH AND CHINESE

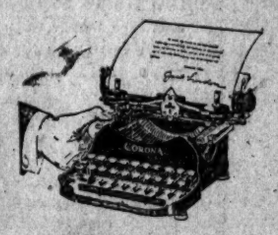
METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)

SHANGHAI



CORONA
Weight 6½ lbs.
Mex
$90.00

BABY FOX
weight 7½ lbs.
Mex
$85.00

NATIONAL
(Model 5)
weight 9½ lbs.
Mex
$80.00

Phone C. 4778 THE OFFICE APPLIANCE CO. 22 Nanking Rd Shanghai

STEWART

V-Ray SPARK PLUG

Gives more economy, efficiency and flexibility to the motor.

Has 4 sparking points instead of only one or two.

Insures a hot, continuous spark—never fails in service.

Absolutely gas-tight.

Practically free from breakage.

Lasts four times longer than any other spark plug.

Made to fit any type of motor.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

MISCELLANEOUS

WANTED for cash, about four mow land on Soochow Creek, must have water-frontage at least 80 ft. Answer must state price and exact location. Apply to Box 1142, THE CHINA PRESS.
33170 N. 4

WANTED immediately, the loan of male Pomeranian for stud purposes. Reply to 15A Darroch Road.
33203 O. 31

RUSSIAN lady wishes to have child adopted (three months old and in excellent health) owing to high cost of living. For further particulars, please apply to 10 Fearon Road.
33171 O. 31

OFFICES, ETC., TO LET

TO LET, an office in the Nanking Road, near Whiteaway and Laidlaw Building, suitable for professional services, for immediate occupation. Apply to Box 1129, THE CHINA PRESS.
33152

OFFICES to let; suites of from two to four very large light rooms, steam heat, very modern, near Bund. Apply J. T. Hammond, No. 51 Szechuen Road.
32503

Business and Official Notices are Continued on Page 20 and 21

PROFESSIONAL

Elementary lessons in English wanted by Japanese lady, twice or thrice a week, to be given at advertiser's house. Apply, stating terms, to Box 1161, THE CHINA PRESS.
33221 N. 2.

Lady pianist will give piano lessons to ladies and children. Independent finger touch. Apply to Box 1157, THE CHINA PRESS.
33219 O. 31

GENTLEMAN wants mandoline lessons. Please apply to Box 1168, THE CHINA PRESS.
33231 O. 31

MUSIC lessons (piano) given by teacher graduate from Petrograd Conservatoire. I. Zviagin 25, East Seward Road, near Chaoufoong Road, from 5 to 6.
33180

YOUNG well-educated Russian lady desires to give Russian lessons. Willing to exchange same for English lessons. Please apply to Box 1092, THE CHINA PRESS.
33087

PEKING gentleman desirous of teaching Mandarin at any hour. Can speak French. Please reply to Box 1087, THE CHINA PRESS.
33078 O. 31

SITUATIONS WANTED

EUROPEAN lady, graduate of high commercial school, with knowledge of French, Russian, English and German languages, seeks position. Apply to Box 1090, THE CHINA PRESS.
33083 O. 31

All Advertisements must be prepaid. Replies must be called for.

Classified Advertisements

2 Cents a Word. Minimum Charge 40 cents

SITUATIONS WANTED

WANTED, position for houseboy; can also cook. Well recommended; 17 years with last employer. Apply to Box 1160, THE CHINA PRESS.
33220 O. 31.

ENERGETIC and efficient young gentleman, well-educated, of neat appearance and pleasing address, desires situation as valet, personal attendant, private secretary; thoroughly reliable. Excellent references. Apply to Box 1164, THE CHINA PRESS.
33226 N. 2.

POSITION WANTED by an American, as chief accountant or office manager. Is conversant with China and foreign exchange. Can furnish best of references. Nothing but first-class proposition entertained. Apply to Box 1171, THE CHINA PRESS.
33235 N. 3

AMERICAN, college-man, eight years in China import and export business, holding executive position, desires to make a new connection in any company where experience will count. Apply to Box 1169, THE CHINA PRESS.
33232 N. 3

SALESMAN, American, 25, thorough knowledge local and outport sundry markets, at present employed, desires change; references, record. Apply to Box 1163, THE CHINA PRESS.
33222 O. 31

ENGLISH correspondence, or similar work wanted, by lady with experience. Oliver typewriter preferred. Apply to Box 1159, THE CHINA PRESS.
33219 O. 31

ENGLISH lady stenographer-typist desires half-day position or temporary position. Apply to Box 271, British Post Office.
33167

YOUNG man (28), recently returned from United States, several years practical experience in handling of China products, seeks executive position. Apply to Box 1149, THE CHINA PRESS.
33195 N. 2

AMERICAN, age 29, with ten years' experience in the East, requires position; thoroughly acquainted with books and import business. Slight knowledge of export. Apply to Box 1152, THE CHINA PRESS.
33206 N. 5

DAME russe de 35 annees (couturiere specialite), desire recevoir une place dans une famille francaise, aussi pourt porter toutes les services dans la maison. Conditions priere addresser Cottage, 18 Baikal Road, pour Mme. Teterquine.
33112 O. 31

WANTED, position by experienced Portuguese bank clerk, with knowledge of French and English. Good references. Apply to Box 1139, THE CHINA PRESS.
33164 N. 4

GREEK gentleman, specialist in tobacco trade, many years' experience in Caucasus, Turkey Greece, is open for immediate engagement. No objection to out ports or abroad. Address D. Achilles, Hotel de France.
33166 O. 31

YOUNG foreigner (Swiss), energetic and experienced, just arrived from England, open for immediate engagement. Native tongue: French, but speaks also English and Italian. Thoroughly acquainted with correspondence, book-keeping and general office routine. First-class testimonials. Permanent situation wanted. Apply to Box 1138, THE CHINA PRESS.
33163 N. 4

CHIEF Engineer: by a first-class licensed, mechanical steam electrical and refrigerating engineer, 20 years' experience in America. Operating and erecting plants. References. Apply to Box 1121, THE CHINA PRESS.
33138 O. 31

BRITISH OFFICER. Captain, aged 33, just demobilised, seeks employment. Talks French and Russian. Can give first-class references. Apply to Box 1104, THE CHINA PRESS.
33107 N. 2

YOUNG lady steno-typist, experienced, desires position immediately. Apply to Box 1064, THE CHINA PRESS.
33026 O. 31

CAPABLE bookkeeper (Chinese) requires extra work after office hours. Apply to Box 1086, THE CHINA PRESS.
33074 O. 31

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board—Residence
Apply MRS. G. POLLOCK

TO LET, with board from November 1st, large well furnished room and bath room. Suitable for married couple. All modern comforts, garage and stabling. Apply to Box 964, THE CHINA PRESS.

ORIENTAL HOUSE
31 Boone Road
Two small rooms facing garden. Hot and cold water. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.
33182

TO LET, nicely furnished front room, with bathroom and veranda attached. Apply 36 Quinsan Road.
33224 O. 31

SMALL furnished room, near Bund, to let to business woman. No amahs. Apply to Box 1141, THE CHINA PRESS.
33219 O. 31

TO LET, in French concession near Park, well-furnished six rooms with kitchen, modern bathrooms and garage, for six months. Address Mr. E. Vapnar, 1 Ferry Road, from 1 to 3 every-day.
33223 N. 3

TO LET, in western district, one or two large and well furnished rooms with bathroom, telephone, garage, tennis, verandah, sitting room. Address Mr. E. Vapnar, No. 1 Ferry Road, from 1 to 3 every-day.
33223 N. 3

TO LET, one very nice furnished room with full board. Telephone and garage, 34 Markham Road, Pension Lacher.
33022

TO LET, a furnished room with balcony, overlooking the river in private family, no board. Apply to Box 1130, THE CHINA PRESS.
33154 O. 31

TO LET 34 Wayside Road, one large room with board, bathroom, suitable for two bachelors or married couple.
33137 N. 3

TO LET, well-furnished room with bathroom attached. Suitable for two bachelors. Please apply 3 Young Allen Terrace.
33113 O. 31

NICELY furnished room with bath attached, full board, suitable for married couple, American family. Ready for occupation November 1st. Excellent locality, modern convenience. Apply to Box 1089, THE CHINA PRESS.
33083 O. 31

SITUATIONS VACANT

YOUNG man (23 to 25), British or American (not Eurasian), single, required as office assistant. Should be well-educated and of good appearance and address. Permanent position for the right man. Reply, enclosing copies of recent testimonials and mentioning qualifications, to Box 1172, THE CHINA PRESS.

WANTED, a No. 1 houseboy and coolie, large house; No. 2 boy kept. Can anyone kindly recommend? Apply to Box 1166, THE CHINA PRESS.
33228 N. 2

WANTED, a male stenographer and typist, foreigner, preferably American or British, by an established American corporation just opening in Shanghai. This position offers exceptional opportunity for advancement, to a young man who is now a good stenographer, and who wants to work himself into a minor executive position. In reply, state past experience and present salary. Address to Box 1097, THE CHINA PRESS.
33097

LONG established firm desires the services of a young foreign lady as telephone switchboard operator in their Shanghai office. Previous knowledge of telephone exchange not essential but thorough knowledge of and fluency in Shanghai Chinese dialect absolutely essential. Apply in writing stating in full detail, previous experience, to Box 1114, THE CHINA PRESS.
33127 N. 2

Amusement Advertising will be found on Page 23

LOST AND FOUND

LOST, somewhere on the streets in Shanghai, October 27th, $350 or $345 Mex. in $10 and $5 bills. Please reply to Box 1148, THE CHINA PRESS.
33194 N. 4

EXCHANGE AND MART

Will sell my 1920 Buick six-cylinder, wire wheels, seat covers, and all accessories at a sacrifice for cash. Leaving for America November 6th. Apply to Box 1158, THE CHINA PRESS.
33217 N. 2.

FOR SALE, small two-seater car with dickey, self-starter, electric lights, etc. 22 miles to the gallon, costs about $17 a month to run. Owner-driven only; in good condition. Taels 800. Apply to Box 1144, THE CHINA PRESS.

TWELVE golf clubs and bag. Good order. Accept $35. Apply to Box 1170, THE CHINA PRESS.
33233 O. 31

FOR SALE, six-cylinder Buick Roadster, in perfect running condition, just overhauled and painted. Price Tls. 1,600. Refer to Box 1165, THE CHINA PRESS.
33227 N. 3

FOR SALE, cheap, two pairs prismatic binoculars, power 6, in cases; excellent condition. Apply to Box 1167, THE CHINA PRESS.
33230 O. 31

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.
33579

FOR SALE, Excelsior single cylinder moter-cycle, 2¼ h.p. in running condition. Can be inspected. Apply to Box 1103, THE CHINA PRESS.
33106

FOR SALE, two Hartman berth high trunks, gents, used one trip only, in perfect condition. Apply to Box 1155, THE CHINA PRESS.
33220

MOKANSHAN property for sale, Lot No. 519, East Point at Mokanshan, belonging to the Estate of the late Mr. G. L. Oberg, is for sale. The property consists of six mow of land, bungalow and outhouse, and includes furniture, fittings, etc. For particulars, apply to Swedish Consulate General, 75 Avenue Dubail.
33204

TO SELL, a second class cabin, two places, on s.s. Porthos leaving in November. Apply Hotel de France, Room No. 53.

WANTED to buy, a linotype, new or second-hand, in good condition, for immediate use, cash payment. Please state particulars, price and where machine may be inspected, to Box 1156, THE CHINA PRESS.
33213 N. 2

FOR SALE, furniture and fixtures; house not for rent. Phone West 997. Call 10 Rue Moliere.
33181 O. 31

WANTED for cash, about four mow land on Soochow Creek, must have water-frontage at least 80 ft. Answer must state price and exact location. Apply to Box 1142, THE CHINA PRESS.
33170 N. 4

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Bringing Up Baby Like A 4 Legged Animal

A Distinguished Physician Explains His Interesting Plan for Saving the Lives of Countless Thousands of Infants and Insuring Their Growth Into Healthy, Vigorous Men and Women

Mrs. Van Loan with Her Famous Little Eugenic Baby. All of the Care and Painstaking Study Lavished in Bringing It Into the World and Bringing It Up Largely Negatived, Dr. Page Points Out, by the Fact That Its Mother Is Holding It in Just the Wrong Attitude.

Photo by Bachrach Boston, U.S.A.

A Sample of the Bowlegs Which the Child Who Is Allowed to Stand Upright and To Walk Too Soon Acquires.

The Proper Way for a Child to Be Allowed to Move Around—Just Like a Four-Footed Animal—Until the Little Bones and Muscles Have Entered Normally Into the Period Which Enables Them to Bear the Child Upright.

This Crawling Up and Downstairs Like a Puppy or a Kitten Is Advocated as One of the Best Ways of Keeping Baby in Health.

The Proper Way to Let the Baby Sleep, According to the Quadrupedal Idea.

By Dr. W. H. Ballou.

ONE of the nation's greatest needs at the present time is better, more intelligent care for its babies and young children. Science declares that of the hundreds of thousands of infants who die annually before they have reached the age of twelve months, a great majority of the deaths are easily preventable. The death rate for all the ages of childhood is far larger than it should be. And of those who do survive the lack of proper care in their early years, many grow to manhood and womanhood hopelessly ill-fitted in mind and body to become useful, happy, long-lived citizens.

Dr. Charles E. Page, a distinguished Boston physician, is one of the scientists who have been giving this vital subject careful study. He was led to specialize in it by the untimely death of his first five children. He undertook to find out how the lives of his own babies and those of countless other parents might be saved. He reached the conclusion that one chief reason for the high mortality among babies is failure to recognize that physically they have much in common with four-legged animals, and should therefore be treated as quadrupeds instead of as two-legged creatures. The doctor applied his novel theories to the rearing of five other children of whom he later became the father, and as a result they all grew into healthy, vigorous men and women, with little or no serious illness.

Dr. Page has thus described his methods.

"BABIES are as truly four-legged animals as kittens, and if given the same chance for exercise as all other young animals have they would develop similarly, growing long, supple and strong. I am repeatedly showing in my practise how they creep about the house in a few weeks under the methods practised here instead of growing fat, soft and ill-conditioned and likely to demise within the first year of their lives. Thus nearly 300,000 babes perish annually in this country, together with most of the mothers, because of mismanagement from birth, especially as to the position of both child and mother in bed. If kittens and puppies were treated in this respect as are our babes there would be as great a mortality among these domestic pets.

"Humane societies do not permit restaurants to keep turtles on their backs, a cruel, unnatural and painful position. Doctors, mothers and nurses should likewise be restrained from placing babes on their backs. Just the simple act of placing the new-born infant on its belly on a hair mattress without a pillow insures normal development and practical certainty of survival.

"The construction and position of the pelvic organs in human beings indicate a four-legged animal, and certainly the babe in embryo and for some time after birth, is nothing less. The pelvic organs should rest on the floor, the floor being the abdominal wall, instead of hanging as they do when we stand erect or sit erect. This down-sagging of the intestines in combination with weak and flabby abdominal muscles is the chief cause of hernia, floating kidneys, etc., as well as a vast number of various pelvic inflammations, kidney disorders, backaches, etc.

"This is due to the fact that the primitives of the human race assumed the erect position, refusing the compromise of the ape and the kangaroo. Hence the advice of an eminent Parisian physician to ailing people to give themselves a chance and practise at odd hours' in privacy a little exercise by walking on all fours in their rooms. My adult patients have materially benefitted by the practise. I have been able to save babes from practically all infant disorders by starting them right, by putting them on their bellies at birth and keeping them there until they learn to creep, and later are able to walk much earlier in life, with limbs and intestinal organs prepared for the change as much as it is possible to make such preparation.

"Another important point allied to infant position is sitting. Only man among animals really sits. In sitting we not only suffer from all the down-sagging of the intestinal organs, but in bearing the weight of the body on the end of the spine we inevitably embarrass the normal action of the nerves and circulation from body to lower limbs, thereby causing congestion and often complete and permanent compression in some part of the sympathetic nerve system.

"Here in a great measure we have the cause of infantile paralysis. Naturally enough, the earlier in life the abnormal position of sitting is adopted, the more continuously it is practised and the more serious the later results must be. Mothers and handlers hold babes in sitting position on their laps, which is wrong. They carry babes in their arms, belly up, which is wrong. Their whole aim seems to be to have the babe on its back or sitting to administer continual fondling, which, if at all, should be given to the infant with its back up. Babies themselves will assume the sitting position in imitation of their elders, as early as possible. Such practice should be discouraged, prevented, rather than encouraged, as parents do.

"Again I say, the human infant is a four-legged animal and should be reared as such. Being or becoming human is a later development in life, a rather long period, during which there is a formative process for bones, muscles, tissues, brain and mind. Family doctors should acquire correct views on these matters and insist upon them being practised, instead of giving way, as they do, to mothers and relatives.

"Every babe should be encouraged to creep as early as possible and kept at it as long as possible before it attempts to rise on its two legs. It should not find its hind legs prematurely. Babes should be kept creeping from seven weeks to three months, according to circumstances. At the age of six months they should be taught walking up stairs and backing down stairs, a splendid developing exercise. Such exercise favors the normal development of the forequarters, chest and lungs.

"The natural position of the babe is identical with that of quadrupeds, belly down. The reason we have so many infant diseases, all of which may easily be avoided, is, I repeat, because elders encourage them to sit as early as possible. The little people are permitted to sit the moment they can be induced to do so. Thereafter they are forever sitting. They sit on the lap, on the arm of mother, nurse, friend or relative—yes, and on father's lap and arm. They sit on the floor, on the high chair and in the baby cart. They do nothing but sit, sit, sit, save when lying on their backs—the very worst possible position—eating and sleeping.

"Although they are thus deprived of normal and much needed exercise, such as kittens and puppies have, they are constantly overfed, ill-informed parents, nurses and other onlookers are delighted to see them take on fat, until they reach the stage of obesity of Strassburg geese that are fattened in the same way, namely, kept on their backs and stuffed for fat livers, until the stage of death is reached, when they are killed and their livers removed for *pates de foie gras*. This sort of treatment practised on an infant is inevitably a threat to its life. It is certain to result in disease, in fatty degeneration of muscles, liver, kidneys, heart and lungs. Thus hundreds of thousands of babes die without drowning, while kittens and puppies do not.

"From the moment of birth put the baby on its belly on a firm hair mattress and with no pillow, then not one will come to harm or smother. The baby will turn its face one side or the other. It will soon begin to use its four legs same as a kitten, acquiring strength to raise its body, speedily becoming a creeper. Put and kept much of the time on its back, its breathing will be interfered with and it may smother as domestic animals in the stable when lying belly up. On its back a babe does not breathe in much, often no oxygen, nor excrete carbonic acid gas in a normal degree, thereby causing a prime handicap to its existence.

"We have noted babes finally turning on their backs and after a brief period in that position, not knowing how to get back again, bellow lustily until turned over. Babes forced to become accustomed to lying on their backs always fuss and cry, and hence we have so many squalling infants registering their protests. Babes will invariably stop squalling when turned over on their bellies.

"Another serious drain on the vitality of babes is excessive clothing. Mothers or attendants fearfully overclothe them with fold after fold of flannel, wraps over wraps, until the skin, infinitely porous and a true respiratory organ, thus closed tight, smothers the infant. Why? Because its millions of minute capillary blood vessels are unable to excrete carbonic acid or absorb oxygen. Man by nature is a naked animal, and only when his skin is in free communication with air can the vital functions take place. Hence we have so much oxygen starvation. Oxygen is the mighty scavenger in the vital economy, the general purifier and clearer.

As stated above, man is born a naked animal, as primitive as the first evolved savage of bygone ages. Cope insisted that all humans are born insane, and that the period of their insanity thereafter depends on the type of individual. I would not go so far as that, but prefer to stand by the assumption that every infant is a primitive savage. Children differ, of course, some precocious from infancy, but the mass remain wild, with savage instincts and tendencies to destroy things. So we here teach bringing up children in the primitive way to a certain extent, eliminating, however, their destructive tendencies.

"During the first ten or twelve years of their lives we advise that they go barefoot, indoors always, and during the warm Summer months outdoors. In infancy indoors keep them naked during hot weather, and at other times outdoors, scantily clad. Do not permit them to wear flannel underwear or a belt. As babes they should not be diapered in the usual sweltering manner. They should be fed at the mother's breast for the first twenty to twenty-two months. Each newcomer should be placed on its belly in a cotton nightie on a hard hair mattress, with no pillow. None should ever be put on its back for any length of time day or night.

"None should ever be placed in the sitting posture except for brief periods in a carriage until well along in months, nor even then encouraged to sit very much. Under such treatment, like savage babes, they will creep at a very early age, having been unhampered by clothing and given full chance on the rug. At the age of from four to six months they should be climbing upstairs and backing down, the latter being taught them as they reached the point of climbing up. Complaints of my methods were often reported to the Boston S. P. C. C., which warned complainants to follow suit and advised them to secure copies of my book.

"Babes should be weaned on raw cow's milk and Persian dates—at first a single date after the bottle portion. As children, the chief part of their nourishment should be derived from nuts, dates, figs, bananas and various juicy fruits according to season.

"To my mind, one of the most encouraging signs of the times is the increased attention that is being given to the proper care of babies and young children. Physicians and parents alike are coming to recognize that everything in after life depends upon uninterrupted healthy growth during the first years of life. We are making progress, but there is still vast room for improvement. In spite of our advances it is still true, as Dr. F. Truby King has well said, that 'there is no young creature in the world so ignorantly and cruelly nurtured as the average infant.'"

"The effect of any regimen or any exception to a principle of good hygiene in the care of children," says Mary L. Read in her valuable book on "Mothercraft," "must be measured not simply by its immediate results, but even more by its remote consequences. Nature is patient, long-suffering, and will endure much abuse without great protest, but nature is also an accurate bookkeeper and remorseless creditor; every debt must at some time be paid on demand—it may be five, ten, forty years later, or in the lives of the succeeding generation. Nature makes no allowance for ignorance of her laws. Parental love cannot atone for lack of knowledge or experience.

"The death-rate from tuberculosis rises considerably among girls in their twenties. To what extent is this due to general poor hygiene, indoor life, lack of exercise in childhood? During the last quarter century there has been a marked increase in the death-rate during middle age from kidney disorders, cancer, heart disease, insanity. It may well be asked to what extent these are due to habits of irregularity, over-feeding, wrong feeding, self-indulgence, nervousness acquired in childhood."

Newest Wraps and Autumn Gowns

by Lady Duff Gordon

A Wr... of Fail... Taffeta, With a Fringed Panel in the Ba...

A Girlish Gown, With a Draped Skirt of Shawl-Like Effect.

The Draped Panel Back of ... Gown Is a Novelty

By Lady Duff-Gordon *("Lucile")*

Paris, September 8.

YOU ... obeyed the philosopher's command, "Know thyself," until you have studied your back. Whether it be straight or bent, fat or thin, round shouldered or flat shouldered, should be part of your knowledge of yourself. Not only is it an index of your state of health, but it indicates how you shall dress it. There is a great deal of what carping bachelors term "bareback dressing" these audacious days and nights, but you have doubtless noticed that no ugly back is revealed to critical gaze. The most that a woman of good taste does in that case is to undrape her shoulders.

The same woman of good taste is as careful of the beauty of the back part of her gown as of the front. For while it is true that "she doesn't have to look at it," all the rest of the little world in which she moves does. A gown may be said to be no handsomer, no more tasteful than its back.

The gown reproduced in the middle of this page is one of what may be termed "back beauty." The loose-hanging back breadth is long and straight, ending in a square, narrow train. The gown is of silver brocade. It is very short in front, the length generally used here for evening and dancing gowns. The long scarf of tulle, with silver edge and silver sequins, conveys a hint of the mystery of the costumes of the East. The panel back is lined with screen lace over satin.

The picture on the left gives an example of the "well-backed" wrap. It is of faille taffeta, with a fringed panel in the back. The fringe is caught up by a silk ruching below the waist.

On the right hand is shown the picture of a gown, the back of which is so correct that I turn the model about to show you the grace of the draped, fringed skirt and the novelty of the short, ruffled tunic. The foundation of the gown is faille taffeta. The chiffon tunic has a silver edge upon its narrow flounces.

The back of the gown, unseen by you, is in tasteful correspondence with the front. If an attempt were made to introduce a back panel it would be incongruous. The back of the bodice is, like the front, of gathered chemisette type. The crushed girdle is of the same character, the darker silk being draped about the waist below that of the lighter shade.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive.

FASHIONS

New Hats Soft And Drooping

(*New York Times*)

Advance models of hats have now gone through the weeding out, and there remain in the millinery flower garden only those which have been judged worthy to live. More and more of the Winter hats are appearing upon the streets. And from the signs only the unworthy have been discarded by the high court of fashion.

Everything is drooping and low about the ears and face. Whatever its angle may be from another direction, whether it be large or small or medium in size, whether its materials be thick or thin, it hugs the head in a peculiarly charming manner. Everything imaginable has been done to help in this drooping effect. Besides the fundamental shaping, all sorts of little tricks have been resorted to—in the use of the trimming, in the handling of the brim—to lower the lines.

The popular notion is that nothing is changed this season. One reason is because the changes are so subtle and retiring. A last year's hat won't do at all. It is stamped irretrievable as last year's, and yet one hardly knows why. The Tam is still with us, the draped turban is still good, there are still ostrich feathers falling over wide-brimmed chapeaux. And still everything is subtly different. It all lies in the secrets of the millinery designers who create and design to puzzle and allure—to make one open her eyes to the fact that we must bow to their superior art and that we cannot pass off a 1919 hat for a 1920 one.

The trimming which falls down the sides of these new hats is one of the points that add to the alluring quality. One never knows just where this downward motion is going to occur nor what its character will be, and the idea holds the elements of a continual surprise—at least while the millinery year is still as young as it is today. The whole thing started with feathers—straight feathers or curly feathers, it did not seem to matter which. They were bent and twisted and turned until they took on the line of the neck and fell over the shoulders. They were found to be more than becoming. They were positively "softening," as the millinery saleswoman has it.

On the French models which are now being shown there are many feathers—coque and ostrich being the favorite varieties. And it is on these French models that the gracefully becoming style reaches the height of its perfection as a bit of millinery art. The French modiste is not afraid to accent her idea and to make it really crisp and full of character. When she is indulging in a drooping line, she makes every smallest turn of the construction of the hat conform to the central note of interest. She is daring, and she achieves a just reward in the distinct charm and beauty of the creation with which she is dealing. If her feather is not long enough, she tucks in another and insists upon the trimming line reaching a point that she considers sufficiently artistic.

Feathers are not the only drooping trimmings on the newer hats. No, indeed! The idea has really taken a tight hold, and there are other ways of accomplishing the popular line—ways that hold their own quotas of charm and distinction. There is chiffon, for instance. It is used in a soft, scarf arrangement, in thick and luminous folds about the foot of the soft crown of a brimmed hat, or it is held in a flopping soft bow at one side, and its irregularly shaped ends droop over the brim to almost any depth, according to the taste of the wearer. Sometimes the ends are really long enough to be quite a scarf, and they are held about the throat and shoulders in a manner that is gracefulness itself. And the strange part about these soft bits of trimming is that they are found on hats that are in every other respect rather severe in make-up. There will be, for instance, a sand colored chiffon scarf on a sand colored duvetyn hat with a brim that turns back in only the way that a street hat would dare to do, and the ends of this scarf are a yard or more in length. There is a violet scarf in deep tone twisted around the crown of a thoroughly drooping broad brimmed brown hat, and the ends of the scarf here dip only an inch or two off the end of the brown brim. Then there will be a gray scarf held about the brim of a high turban, and its ends have stunning green beads caught to them so that the thing has almost a tassel effect and the beads bob just shy of the shoulder in this particular instance.

TAILORED OR STREET HATS

In the class of tailored or street hats the Tam o' Shanter or the turban lead. And these are the hats in which the American woman, taken as a class, looks her best. She seems to fit into the spirit of the tailored hat with more ease and grace than she does into any other millinery, and it is no wonder that our own designers have become so proficient in this direction. They sense the demand, and they sense, too, the delight that their efforts bring to those for whom they are working and creating, down to the smallest detail.

The tailored hats of today are at their best, especially in the shops of those who charge unmentionable prices. These hats, too, are drooping of brim and hug the head most conspicuously. Very often they have no trimming of any sort, but confine themselves to variations of line and drooping. Their materials are velvet and duvetyn and soft, French felt preferably; sometimes they have little bows or folds of their own material to accent the sweep and the individuality of the line.

A duvetyn hat of a bright, bluish green color that was shown had a melon crown and a brim that was distinctly wider on the sides than it was either at the back or in the front. Then from the right side there jutted out an orange coque feather, all stiff and pert and fresh looking. It was just the thing to tip off a blue serge outfit in a jaunty manner.

Of course, for the street and for all tailored hats black is the smartest thing that one can choose. It is by all odds the most universally becoming. Velvet and a soft variety of hatter's plush are the materials most seen in this connection during this particular season. The little black velvet street hats are almost as numerous as the sands of the sea, and there is one for every type of individuality and beauty.

There are still the draped turbans with high fronts and wide sides, but these have those subtle variations. Black velvet with a touch of dead white trimming is a favorite combination, and the contrast of the two extremes of color is one that is always desirable. A black velvet soft crowned hat had a two inch stiff brim of velvet fitted tightly over the foundation. There was the narrowest of white kid bolts to base the crown, and at one side two curling coque feathers bent back to touch the brim again.

The Tams are pushed and pinched in places and then provided with some sort of trimming so that only the initiated would know that they had started life in the Tam family. They have straight feathers falling down from their right or left sides, or they have ostrich feather powpoms put into their forms where they will add most to the general contour of the hat itself, or they have straight, pointed and narrow feathers placed in such a way that they jut out from the foundation hat in some way or other. It is the same way with the draped turbans, when they have any trimming. It follows no hard and fast rule, though always there is that touch that marks it for the latest thing in draping or in trimming or in both.

The chance to indulge in a femininely graceful line comes when the afternoon or restaurant hat is considered. This season may lean a little to the Directoire period of art in millinery, and

(Continued on Page 6)

TODAY'S TOILET HINTS

THE LATEST AND SMARTEST BEAUTY RECIPES COLLECTED FROM VARIOUS EXPERT BEAUTY WRITERS.

A "BLACKHEAD" SECRET.

An instaneous remedy for blackheads, oily skin, and enlarged pores.

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GREY HAIR—HOME REMEDY

An old-fashioned home-made recipe restores youthful appearance.

There are plenty of reasons why grey hair is not desirable, and plenty of reasons why hair dyes should not be used. But, on the other hand, there is no reason why you should have grey hair if you do not want it. To turn the hair back to a natural colour is really a very simple matter. One has only to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply to the hair with a small sponge for a few nights and the greyness will gradually disappear. This liquid is not sticky or greasy and does not injure the hair in any way. It has been used for generations with most satisfactory results by those who have known the formula.

TO KILL ROOTS OF SUPERFLUOUS HAIR.

"Home Science."

Women annoyed with disfiguring growths of superfluous hair wish to know not merely how to temporarily remove the hair, but how to kill the hair roots permanently. For this purpose pure powdered pheminol may be applied directly to the objectionable hair growth. The recommended treatment is designed not only to instantly remove the hair, but also to actually kill the roots so that the growth will not return. About an ounce of pheminol, obtainable from the chemist, should be sufficient.

THE REAL CAUSE OF MOST BAD COMPLEXIONS.

"Health and Beauty."

It is an accepted fact that no truly beautiful complexion ever came out of jars and bottles, and the longer one uses cosmetics the worse the complexion becomes. Skin, to be healthy, must breathe. It also must expel, through the pores, its share of the body's effete material. Creams and powders clog the pores, interfering both with elimination and breathing. If more women understood this there would be fewer self-ruined complexions. If they would use ordinary mercolised wax instead of cosmetics they would have natural healthy complexions.

ABOUT HAIR TONICS.

"Novel Recipes."

Each week almost one hears of some wonderful discovery for improving the hair, and although this paragraph may seem a little superfluous, an old-fashioned recipe may come as a welcome change. One thing about it is that it will grow hair, and also prevent it falling out. From your chemist get an original package of boranium, to this add ½-pint of bay rum, allow it to stand 30 minutes, then add sufficient water to make half-a-pint. Rub briskly into the scalp with the finger-tips, and you will immediately experience that clean tingling sensation which is a sure sign of healthy action.

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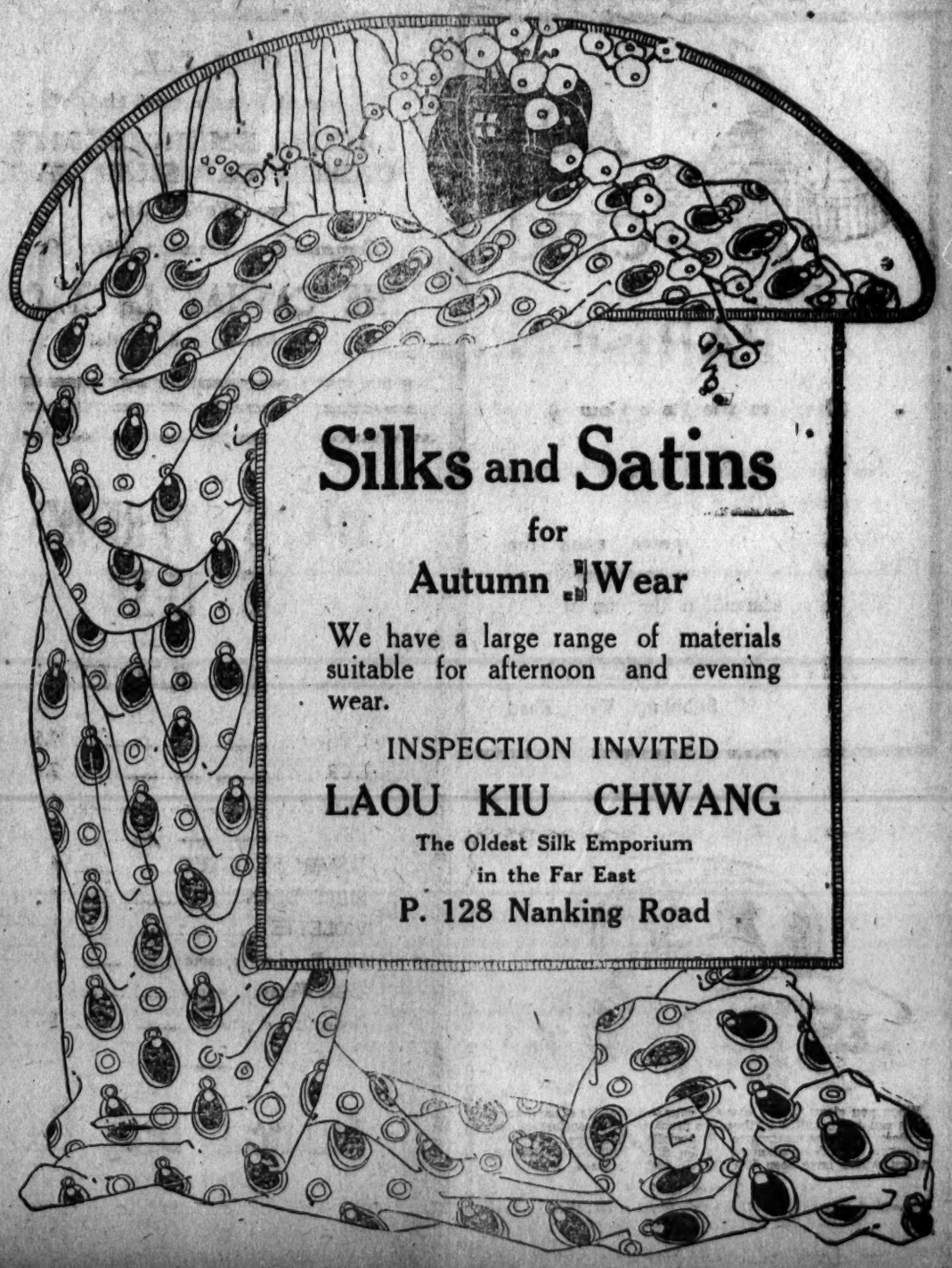

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Health, Beauty And The Home

About Brushes

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

WHAT have brushes to do with cleaning, many women may ask? For some housekeepers depend only on some kind of cloth or rag with which to remove dirt or grease. But the use of a rag or cloth for cleaning has many disadvantages. In the first place, when a rag as a dust cloth is used in the hand direct it requires the purchase of the hand and the fingers to give the force which cleans and rubs.

If we mount that cloth on a handle, we at once put the purchase into the stick and save the human hand from strain and effort. That is why a dish mop of string on a short handle is more efficient than the same string or cloth held in the fingers. I should say that any tool is twenty per cent more efficient when it's mounted on a stick or handle.

All brushes come in the class of handled tools. A brush is only a way of mounting either a rag or bristles which take the place of a rag. And just because there is a solid back or handle, there is more strength and power to the rub which a brush gives.

A number of years ago, a friend of mine told me she washed dishes with a stiff paint brush. She explained how the stiff bristles cut the dirt and grease better than a soft rag. The short handle also gave purchase. And many a time, I have watched her quickly get through a pile of greasy plates by brushing them clean. Then I found out myself, that nothing was better to take the dust down the stairs than a good paint brush. It removes the dust from the corner niche of each step, brushes between the stair railings or moldings in a way no cloth can possibly do. Indeed a medium size paint brush of about four inches width has many uses in the home.

Brushes find a wide variety of uses in the kitchen. Here we need a brush to remove soil from the vegetables. For this purpose an oval shaped brush mounted on a handle about four inches long is best. The oval shape permits it to fit the curved shape of the carrot, beet or other vegetable from which the dirt is being removed.

Another good brush which should always be near the sink, is what I call a bottle brush. This is a thick, tufted brush mounted on an eight-inch handle, just right for cleaning quart jars, milk bottles, pitchers, etc. It is invaluable at canning time, when the housewife has dozens of bottles or jars to clean.

Another type of bottle brush is smaller and thinner and made to go into the spouts of coffee pots, baby bottles and such narrow openings. Another kind of utility brush is made to clean any sort of drain such as the openings at the spigot of a washing machine, an ice chest, or other place where slime or waste is likely to accumulate.

Keeping an up-to-date bathroom in shipshape is hard work, but the use of brushes will make the task easier. For instance, there is a round bowl brush of stiff black bristles mounted on a handle which fits the curve of the washbowl and cleans the dirt better than any rag. An even longer brush fits the toilet bowl and is also excellent for washing out the portable slop basin, chamber, etc. The same brush is fine for cleaning a garbage can or any other large deep utensil.

Although scrubbing is such a large part of the almost daily work, surprisingly few women use a brush mounted on a handle. Why should any woman get down flat on the floor amid a swirl of suds when she can scrub so much better if the brush be mounted on a handle? Any scrub brush can be fastened to a handle like a kitchen broom and used standing upright. There is an excellent scrubber of coarse bristles mounted on a long handle which is very good to clean off a back porch, cellar floor, shed, etc. Every woman would do well to use both of these to make her work easy and done in shorter time.

Now just a word about the bristles from which the brushes are made. Most of the good bristles come from China, Japan or Russia. In the old-fashioned manufacture of brushes the bristles were glued into a wooden back. The disadvantage of this was that the bristles tended to come out when put into water. To-day there is a better way of making a brush which is to twist the bristles into a wire without the use of wood at all. In this way the entire brush can be put into boiling water and the bristles can never come out. This type of brush is familiar to the housewife in what she calls a "lamp brush," but all kinds of brushes of every shape are now being made after this idea. The chief advantage is that such brushes can be scalded, and that no matter what dirty work they have done they can easily be made sweet and clean.

The cost of a brush which will help to lessen housekeeping labor should be regarded in the same light as that of any other kind of tool. Even if a good brush to wash milk bottles costs about 50 cents, this sum will be saved in the lessened effort and time and the neater, cleaner kind of work.

There is no place to-day for the use of unsanitary rags, cloths and sponges when the handled tool of firm bristles does the work so much better. Rags are unsanitary and breed germs. Brushes are the up-to-date, clean way of doing household tasks.

Every brush should have a screw-eye in the handle so that it may be hung up when not in use. Brushes should be shaken clean, washed often, in plain white soapsuds, and hung in the sun to dry and air. If you live in the country you should have some kind of cleaning closet on the back porch where brushes and other cleaning equipment may be kept neatly and in order.

Try to see if there is not a brush to replace the soft, slimy rags you have been using. Handled brushes will keep your hands free from so much hard work, at the same time doing dozens of household tasks more thoroughly than any rag or cloth. Brushes in the kitchen and other parts of the house will make many tasks easier and less disagreeable.

Famous Beauties of Stage and Screen, No. 7—CLARA MOORES.
(Photograph by CAMPBELL STUDIOS.)

Advice to the Fat

By Lina Cavalieri,

The Most Famous Living Beauty.

MIDSUMMER is the best friend the fat woman has. It is usually considered a season of discomfort for the stout, but the woman who really wants to grow thin should know that it is the year's natural aid to the fat woman.

If you have never resolutely gone about reducing your unwelcome flesh this is the best time to begin. For in midsummer sluggish pores open against their will, and if at no other time in the year, this season they discharge their normal function of perspiring.

In midsummer there are more opportunities for the out-of-door life, and oxygen burns up the fat as a flame does paper.

The parts of the body through which the blood flows actively are never fat. The midsummer is a good time of the year to flood the waste fat places in the body with blood, by discreet exercises in the cool mornings and evenings, of course, avoiding the midday heat.

Midsummer is a school time to teach the body the arts which it has neglected. Besides perspiration and active circulation, the heavy bodied person can learn what he or she should always have known, but seldom practised—deep breathing. The deep breathing person may be muscular, but is never fat.

August days are the time, too, to teach the distended, greedy stomach of the obese person what to welcome and what to reject, for the purpose of reduction. Even the greediest stomach rejects much meat in the warm months of the year and longs for light grains and cooling vegetables and juicy fruits. This is as it should be because these are the thinning foods and Summer is the best time to accustom yourself to them.

The stout person shrinks from the muscle hardening cold bath. This is the season when Nature makes it easy to inure yourself to the cold plunge or shower, and gives you a chance for preparing yourself for its use throughout the year.

The out-of-door sports of Summer all make for a lesser bulk. The men who come in from the golf links, their hair wind-roughened, their faces brown, their muscles strong, their movements lithe, are not fat, or, if they are, they do not remain so. Do you know why? It is the perspiration that relieves them of the load of flesh. The oxygen of the outer air burns up flesh faster than it can be reformed again.

Moreover, their exercise makes them thirsty and the extra amount of water they drink carries away the refuse matter that would otherwise clog the system. And the more water we drink the less food we eat, so many dieticians have come to accept water drinking with little food as one of the means of obesity cure.

The milk diet is one of the remedies for obesity also. In the Summer, when there is less drain upon the system, when life is more normal and the outlets of energy fewer, the milk diet may be undertaken with good results. A quart, or even a gallon of milk, drunk at regular intervals that are convenient, together with but one meal a day, if any, will soon bring about a marked lessening of the weight.

Walking is one of the best and most available methods of reduction, and Summer offers many admirable times and places for walking. Long, brisk walks in the mountains, across the fields, or by the seashore, will soon melt away the superfluous flesh. But be sure the walk is a brisk one.

The saunter is agreeable, but it has not sufficient value. The rate of walking that is a guarantee of flesh losing is five miles an hour. Try it for awhile, say for three or four weeks daily, and you will quickly find what a perspiration inducing gait it is.

In midsummer, too, we sleep less, and this is good, because too much sleep is fattening. Nature, requiring less outlay of energy, requires less sleep. Don't turn over for another nap in Summer, even if it is only five or six o'clock in the morning. Get up and dress. Put on a loose, comfortable garment and go out for a long walk before breakfast.

If you prefer, of course, have your fruit, coffee and rolls before you start, but by all means stay out at least an hour if you can. But even a half hour's brisk walk every morning will aid in wearing away those redundant pounds. And as for your complexion—that will be nothing less than a marvel to all your luxury-loving friends.

When the day is over, do not be content with well doing, but take another walk just before retiring. You will feel better in every way by the end of the Summer, but the best of all will be the fact that you have really lost instead of piling on more undesirable weight. Your eyes will be brighter and your brain clearer. It is the fresh out-of-door air that makes the difference. No amount of indoor exercises, no matter how excellent in themselves, can give the benefit, or take the place of activity in the open air.

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AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 31, 1920

REDUCTION IN TIRE PRICES UNLIKELY; BELOW 1910 COST

Now One-Third Less Than In Pre-War Times 10 Years Ago

Akron, O.—The tendency toward a downward curve from the peak of high prices of commodities in general, caused by currency deflation and tightening of credit, has led many motorists and dealers to look for a drop in tire prices, and has caused many to delay needed purchases until the expected drop would come. The price of tires today is on the average 33 1-3 percent less than in 1910.

HAS INCREASED LESS

Automobile tires are nearer their prewar prices than nearly every other staple article upon the American market. The consumer is now paying only thirty-seven percent more for tires than in 1914, whereas he is paying 253 percent more for wearing apparel, over 113 percent more for fuel and light, 267 percent more for sugar and 231 percent more for household furnishings, with practically parallel increases in prices of practically all other commodities, according to figures furnished by the U. S. Department of Labor.

Although prices of materials entering into the manufacture of tires have "gone up" the tires themselves have remained at a comparatively low level of price. For instance, fabric has increased in price between 200 and 300 per cent, labor costs have risen, as well as transportation costs, which have mounted 35 to 40 percent.

Only skillful management and careful curtailment of waste and the usual loss in manufacture have enabled tire makers to keep the product at its present price. But with the mounting costs of nearly everything that goes into tires—there is naturally a limit to this ingenuity of management in their manufacure. And there is no indication that there will be a drop in the price of tires.

Crude rubber on the market is low in price at present. This is due to the fact that the manufacturers have bought their supply of the crude product far in advance—and, there being no buyers for the product now on the market—a decline in price naturally follows.

GET MORE MILEAGE

Another important factor in the tire situation is the added mileage and greater durability of the highly perfected tire today. Six years ago a four thousand mile tire was unusual. Today an eight thousand mile performance is a very ordinary record. Figuring conservatively upon this mileage basis alone, a 1920 tire will deliver 100 percent more mileage than a 1914 tire and yet costs but 41 percent more. The tire selling for $50 in 1914, cost 1¼ cents per mile based on 4,000 miles of service. The same tire now gives at least twice the mileage and costs only $70 or a cost of only ⅞ of ¾ cent, which means that the same mileage is actually being purchased today for 30 percent less money.

Every dealer can use these facts to advantage in making his monthly turnover move faster. He can show his customers that the present "hold back" on the part of tire buyers—will not benefit them as regards a drop in price. The Service Station man has no doubt run against the story from motorists—"that they think tire prices have been unduly inflated and that there should be a drop." It should be pointed out that tires, although much higher in quality, actually cost about 33 1-3 percent less than in 1910; that they have never been "high priced" compared to other commodities and that it is not wise assume that there will be a reduction.

Truck Makers Using Federal Barge Lines

Truck manufacturers are resorting to the government-owned barge lines operating on the Mississippi to supply trucks to their southern dealers. The service is about 40 percent cheaper than railroad freight rates, and, in addition, the manufacturers are able to get space on the barges when no railroad cars have been available.

OUTDOOR SPORTS By Tad

YEH DA NAME IS MISSENBERG - YOU'LL KNOW MORE ABOUD IT IF I AM DARE PINCHED - I SEE DE LEAGUE OF NATIONS ABOUD IT BEFORE I'M FINED - I WAS GOING SO SLOW I NEARLY RAN OVER A CATERPILLER I SEEN DATS WOT
SAY NUTTING LOUIE ABOUT MY UNCLE WHO IS CLOSE TO DE VITE HOUSE AT VASHINGTONS
KINDA
TOMORROW AT NINE
SAY AND WOTTA TOUGH COP HE IS - THAT GUY WOULD PINCH A WOUNDED SOLDIER FOR SMOKIN
OLD STUFF LOUIE - ITS ALL BEEN DONE
THEY WIN THE HANDSOME CUT GLASS COPS CLUB
OUTDOOR SPORTS
LISTENING TO THE DELICATESSEN MAN AS HE GIVES THE MOTOR BULL AN ARGUMENT WHILE WAITING FOR THE BAD NEWS
AD 8-30

Italian Socialists Put Heavy Tax On Motorists

Car taxation appears to have risen in all countries since the armistice, but undoubtedly the greatest increases are those recently voted by the Italian Parliament and due to come into operation on the first day of January, 1921. The socialists, who are responsible for this new piece of legislation, evidently look upon all but very small motor cars as a luxury which must be heavily taxed.

Under the new schems two well-known Italian post-war models will have to pay 15,000 liras nominally L.600, taxation per annum. This amount is so high that it is doubtful if any but a very small number of purchasers can be found in Italy for these cars.

Even small cars, while treated more reasonably, have to pay high amounts to the Treasury. As examples, the new 12 h.p. Fiat, which cannot by any means be considered a high-powered car, will be taxed 1,243 liras, or at nominal exchange more than L.48. The new 15 h.p. four cylinder, which is rated at 22 h.p. under the Italian taxation scheme, will have to pay L.66 in annual taxes, while owners of the new six-cylinder Fiat will be called upon to pay L.188 annually to the tax gatherer.

Under the new taxation scheme no Italian firm is so favorably placed as the Fiat Company, for this concern decided, when laying out its post-war program, to devote the greater portion of its activities to the production of cars of low and medium power.

It is hardly necessary to say that manufacturers and motorists in general are up in arms against the new law. It is felt that if the taxes are maintained the number of cars in use will greatly diminish and workers will be thrown out of employment. Even the socialists responsible for the measure are showing a certain amount of alarm at the possible consequences of this ill-conceived law.

'NEVER SAY DIE'

Don't give up the ship, if your starter won't work and you have misiaid your crank. Try this:

Put on the ignition and throw your clutch into high. Then jack up your rear wheels and spin them. Off you will go.

Or, if you're on a grade, facing down hill, put on your ignition and start the car rolling. Then throw in the clutch. If facing uphill, roll your car backward and throw the clutch into reserve.

FROM SMALL CAUSES GREAT LOSSES GROW

Call It Bad Luck But Damages Have To Be Paid Even When Care Is Exercised

Dame Chance would appear to be an inveterate practical joker if one judges by the strange pranks she plays upon unhappy car owners accounts of which come to and are registered in the annals of underwriters of automobile casualties. For example, bumping into a small-sized stone on the street would hardly seem to entail any serious damage to one's own car or the property of others. Yet there are three cases on record occuring last year where such impacts caused stones to be hurled, as by a sling, into valuable plate glass windows.

JINX SHOWS POWER

Another case where a slight mishap led to unforeseen and serious consequences was where a young woman rounding a curve simultaneously with a street car, in an attempt to dodge a pedestrian, hung her machine on a street hydrant. The hydrant released volumes of water that flooded a studio close by as well as a tobacco shop. Pedestrians, whose clothes were ruined, put in claims against the autoist, in addition to those by the proprietors of the studio and tobacco shop.

In another instance the grazing of a hydrant by an army truck caused a discharge of thousands of gallons of water that did almost an equal number of dollars worth of damage before the flow could be stopped.

SPILLED OIL STARTS BLAZE

Another case where a slight mishap might have been looked for came of a comparatively slight collision between a van and an oil truck in which the latter's tank faucet was twisted on liberating more than 950 gallons of oil into a congested thoroughfare. Practically every auto in the vicinity was stalled, wheels spinning helplessly on the greasy pavement.

Before the inflammable flood could be swept into the sewer the flame from the exhaust of a stalled motor ignited the oil and the entire street burst into flame. Many people were severely burned and otherwise injured, while 15 automobiles were consumed. When the fire finally was extinguished, the damage done by the collision covered, besides what has been mentioned, the destruction of valuable business property.

It is only the novice in automobile driving, further observations of insurance underwriters go to show, who indulges with any degree of confidence in the pleasant delusion that care practically immunes him and his car from casualties of the road. The longer a man drives the more respect he entertains for the fortuitous element, not to be forestalled, which plays so prominent a part in the annals of automobile accidents.

THE exhilarating effects of the open road are fully felt when speeding along on a Trusty Triumph. The steady beat of the engine tells of the miles slipping by, and there is nothing to detract from the pleasures of the day.

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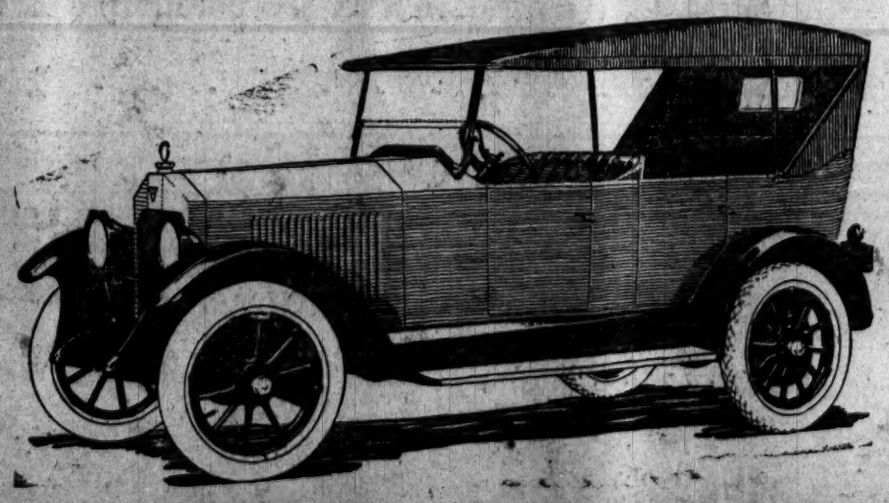

WEEK-END BARGAINS IN USED CARS

(Not Ab-used Cars)

1920 BUICK, TOURING:
Wire wheels, Bosch magneto, bumper, seat covers; run only 1200 miles.

1920 HUPMOBILE, TOURING:
Wire wheels, Bosch magneto, over-size tires, seat covers; run only 2700 miles.

1919 OVERLAND, TOURING:
Wire wheels, magneto, newly painted, seat covers; guaranteed run only 2700 miles.

1918 STUTZ, ROADSTER:
Wire wheels, special lamps, new tires, A. 1. shape.

1919 CHEVROLET, ROADSTER:
Newly painted, new top, new tires, A. 1. shape.

1918 FORD, TOURING:
Demountable rims, new tires, completely overhauled, new paint, A1. shape.

1919 BUICK, ROADSTER:
New top, new paint, wire wheels, good tires.

1920 DODGE, TOURING:
New top, good tires, newly painted, best mechanical condition.

DELAGE, ROADSTER:
Newly painted, A. 1. mechanical condition.

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"Boost for good roads in China"

Ignition Is Often Basis Of Truck Drivers Grief

While mechanical problems relating to the operation of the motor truck vary so greatly in the different makes that it is quite impossible to take up each in succession in this series, there are certain problems so universal that they must be considered as phases of general operation. One of these is ignition. Lubrication is another general problem of this sort and lubrication we have already discussed. In the present article we shall consider the question of truck ignition in its broad dspects, for faulty ignition will so lower the efficiency of the truck or the truck fleet that financial failure may result if the trouble is not corrected.

Since the great majority of motor trucks are fitted with magneto ignition, it is of first importance that the driver should have a working conception of the general construction and operation of a magneto ignition system. Without this any ignition trouble occurring on the road will have to be cured by guess-work, which generally means that it will be made worse than it was in the beginning. Before considering the various ignition troubles and their cure we shall discuss briefly the types of truck ignition in use today.

MAGNETO SYSTEMS DIFFER

There are in general use at the present time two distinct types of magneto systems, known respectively as high tension and low tension, or better, high voltage and low voltage, instruments. In the low tension system there is a magneto, which produces a low voltage current, which is stepped-up or increased in electrical pressure by means of a coil. The system then comprises the instrument itself, a switch and wires connecting them. In the high tension system the principles are exactly the same, but instead of having an outside coil the step-up, or high voltage, is obtained by means of a coil within the magneto itself. In this system there are simply the instrument and a switch, with wires connecting the two.

A magneto is an electric generator or dynamo. Such an instrument consists essentially of a permanent magnet with a so-called armature revolving between its ends, where there is a magnetic field. An armature is simply a soft iron core with a lot of wire wound around it. Now it is a fact that a coil of wire revolving in a magnet field that is a magnetised area or area near the live ends of a magnet has produced in it an electric current. In a low-tension magneto there is only one winding around the armature core, which is usually made up of laminations of soft iron. The current produced in this armature winding must be made to jump the gap in the spark plug, but since this requires a high voltage of thousands of volts (high pressure) current, while that produced originally by the magneto is of low voltage (six or eight volts), some means must be provided to change the low voltage into high voltage.

USE OF STEP-UP

This is done by means of the outside step-up or transformer coil. It is a fact that if there are two coils, one inside the other, one being called primary and the other secondary, and there is a current flowing through the inside one, if that flow is broken or interrupted there is set up in the other coil a current of high voltage. This process of changing low voltage into high voltage is known as induction. A breaker or interrupter is employed and this function is simply that of a mechanical means of interrupting or breaking the current flow in the primary winding. In the low tension magneto the current which is generated in the armature winding flows also through one of the coils in the coil box, and when that flow of current is momentarily stopped the high voltage current is induced in the other winding of the coil. That high voltage current is then carried through a small cable called the distributor wire to a part known as a distributor arm. This arm revolves and as it revolves it makes contact with terminals of segments which are connected with the spark plugs. Thus the current passes from the distributor to each segment in turn and so to the spark plugs. It is necessary that all current generation must travel a path which returns it to its source. The windings are, therefore, grounded and the spark plugs being grounded to the cylinder the circuit is established.

In the high-tension magneto the operation is identical with that already described, except that instead of having an outside coil the armature has the windings one over the other. The inner one is called the primary winding and the outer the secondary. The action is the same, however. There is only one other part of the magneto that needs description, and that is the condenser. This is a unit composed of layers of tinfoil and paraffin and is located in the primary circuit across the breaker points. Its object is to prevent arcing at the points by absorbing some of the current which would ordinarily flow after the break.

FORD SYSTEM EXPLAINED

The Ford ignition system is a low-tension type, but instead of using one outside coil there are four individual coils, one for each cylinder, and a timer which distributes the low-tension current to the coils in the proper order. The Ford magneto is not of the conventional type as described, but is of the flywheel type, in which a number of V-shaped permanent magnets are carried around with the flywheel, while the armature consists of a number of stationary coils.

In addition to the magneto systems briefly described above, we must consider that in every case where a magneto is used a battery system may also be installed, and when both are employed in this way the system is known as a dual system. When both systems are operative at the same time and feed to different sets of spark plugs the system is known as a double system. In addition to these, there is a so-called duplex system which uses a storage battery in addition to the magneto, but uses it only for starting. In this case current from the battery flows through the magneto armature and thus assists it, because when a magneto turns slowly, as it does in starting, it does not generate much current. The current sent in by the battery compensates for the low speed and causes a hot spark to be produced even at low engine speeds.

Another method of overcoming the defect of the magneto in not generating a good spark at cranking speeds is the impulse starter. This is a device which automatically gives the armature a quick turn, with the result that for a moment there is a fast movement of the armature.

We have now considered the ignition system in ordinary use on American motor trucks of today. In the next article we shall consider the troubles that arise in these various systems and the best methods of curing them and of preventing most of them by proper attention beforehand.

EYES OF RACING FANS TURN SOUTH

Big Speeding Event In Los Angeles Will Attract Stars Of High Brilliancy

Los Angeles.—With the close of the recent 500-mile speed classic at Indianapolis, the eyes of the motor racing world are now turned upon the Los Angeles speedway, where the deciding championship event for 1920 will by staged on Thanksgiving day.

It has been well known that the local course is faster than the brick track at Indianapolis, but Manager A. M. Young of the Los Angeles Speedway proves conclusively that, taken from any angle, the track at Beverly Hills is fifteen miles faster than Indianapolis. His figures follows:

Records last year for cars with 300 cubic inch piston displacement: Los Angeles, Jimmy Murphy, 103.2 miles per hour: Indianapolis, "Howday" Wilcox, 88.2. Faster time in favor of Los Angeles, 15 miles.

Qualifying speeds—Los Angeles, Tommy Milton, 114.79; Indianapolis, Ralph de Palma, 99.65. Faster time in favor of Los Angeles, 15.14.

Faster laps turned—Los Angeles, Ralph de Palma, 118.42; Indianapolis, Rene Thomas, 104.07. Faster time in favor of Los Angeles, 14.35.

"Certainly the showing at Indianapolis insures a wonderful race this fall on the Los Angeles Speedway," declares Manager Young. "The experience gained in the Indianapolis classic will probably result in making the little cars even faster by Thanksgiving Day, and the closing championship race of the season ought to prove one of the most interesting contests ever seen here.

"A. G. Faulkner, vice-president of the Los Angeles Speedway Association, who attended the Indianapolis race, has wired that all the leading drivers had assured him that they were looking forward with keen interest to participation in the Thanksgiving day race here, which will decide the speedway championship of 1920."

FASHIONS

(Continued from Page 8)

they are therefore more than ever becoming. Tere, too, feathers do their charming work, for they not only sweep about the crowns and brims but, as in the case of the street hats, they are allowed to fall over the brim and to follow the line of the throat in many and different manners.

There are many dressy hats which have uncurled feathers for their adornment, and these when they flutter over the brim all the way round, have a very becoming way with them.

Silver and black and white is a favorite combination for the more "frilly" and fussy hat. One of these was made with a brim that rolled in unexpected places and had a softly draped crown to top it off. It was bound around the edge of the brim with the tinlest of silver cordings, it was lined with a creamy white satin stretched over the facing quite tightly, and the only trimming was a tightly bunched silver rose snuggled to the side of the puffy crown.

Another restaurant hat was made of hatter's plush in black, and it had for its adornment the most gorgeous strip of metal brocade that ever a milliner, or a dressmaker either, was privileged to find. Nothing startling was done with the brocade. It was merely held about the crown in a sweeping fold, so that only the glory of its colors, which seemed to cover the whole range of the rainbow in all its variations, was there to delight the eye.

Then there are the Paradise feathers, which, on the more fussy hats, find their right and natural places. This season it is their fancy to spurt out at right angles from the wide brim of a hat and always to do this in a new and quite original way.

HEADDRESSES FOR EVENING

Last year the headdress was brought out again, for the first time in some years. It made a hit, and this season there is every prospect of the headdress being generally accepted by all who indulge in the last word in evening clothes. And it is here that the metal brocades, the cloths of silver and of gold, the brilliant chous of chiffon, and the floating feathers come into their best in effectiveness. Often one wonders, when one sees the headdress in place, how it could possibly be anything but a sweeping feather, but it has its construction none the less, and it is there by forethought and design.

The little evening hats are built upon narrow bands that fit the head and help greatly to keep the well-done coiffures in place. Sometimes they have almost invisible caps of maline over the top and sometimes there is nothing but the cleverly waved hair coming beyond the confines of the band-eau. But there is always something bright and colorful in their makeup, something to arrest the eye and to carry out the general tone of the costume which they accompany. Then, again, the drooping something covers one ear and caresses the shoulder. It may be only a puff of maline or chiffon, but, just now, it surely is a necessary part of the decollete costume.

DEMON RUM NO ALIBI

The worst feature of the prohibition thing is the predicament in which it places these motor vehicular nuisances whose brassed rule it formerly was to blame the Demon Rum and let it go at that.—American Motorist.

The Road—In New Overland 4 Motor Car on Three-Point Cantilever Spring Suspension

YOU expect a bad road to ride as it looks. It did, until the introduction of the Springbase of the Overland 4 Motor Car.

The Overland 4 does *not* change the road, but it *does* change the *manner* in which you can ride on it. It gives you comfort instead of discomfort. It gives you a smooth, sailing sensation instead of bouncing and swaying.

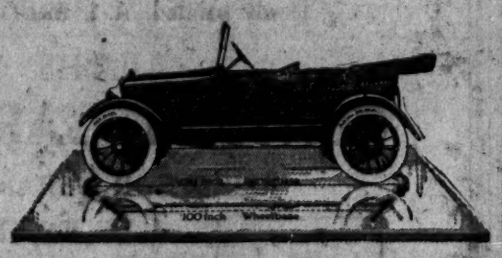
The Diagonal attachment of Three-Point Cantilever Spring Suspension at the ends of a 130-inch (3.3m) Springbase gives long wheelbase road steadiness. Yet the Overland 4 retains all the advantages—lightness, economy, and ease of handling, of 100-inch (2.54 m) wheelbase.

This means an altogether new standard of riding comfort, a noteworthy reduction in the wear and tear which lessens the efficiency of the car. The new springs give longer life to every part and thus minimise upkeep and replacement costs.

Tyres wear longer because cushioned against hammering blows. Light weight means marked economy in petrol, oil and running expense.

Overland 4's equipment is complete from Auto-Lite Starting and Lighting to Demountable Rims.

Come in and see this remarkable car!



THE CENTRAL GARAGE CO.

2a Jinkee Road, Shanghai.

THE JOHN N. WILLYS EXPORT CORPORATION
NEW YORK, U. S. A.

The Shanghai Horse Bazaar & Motor Co., Ltd.

(ESTABLISHED 1851)

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for the following well-known

BRITISH AND AMERICAN CARS:

VAUXHALL Touring Cars - - - - - 4-cylinder, British

ARROL-JOHNSTON Touring Cars - - 4- „ „

CUBITT Touring Cars - - - - - - - 4- „ „

STUDEBAKER "Special Six" } with Touring and with Closed bodies — 6-cylinder, Am.

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These Cars have just arrived.

Inspection cordially invited.

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TRUCKS:

THORNYCROFT "J" Type - - - - - 3½ tons, British

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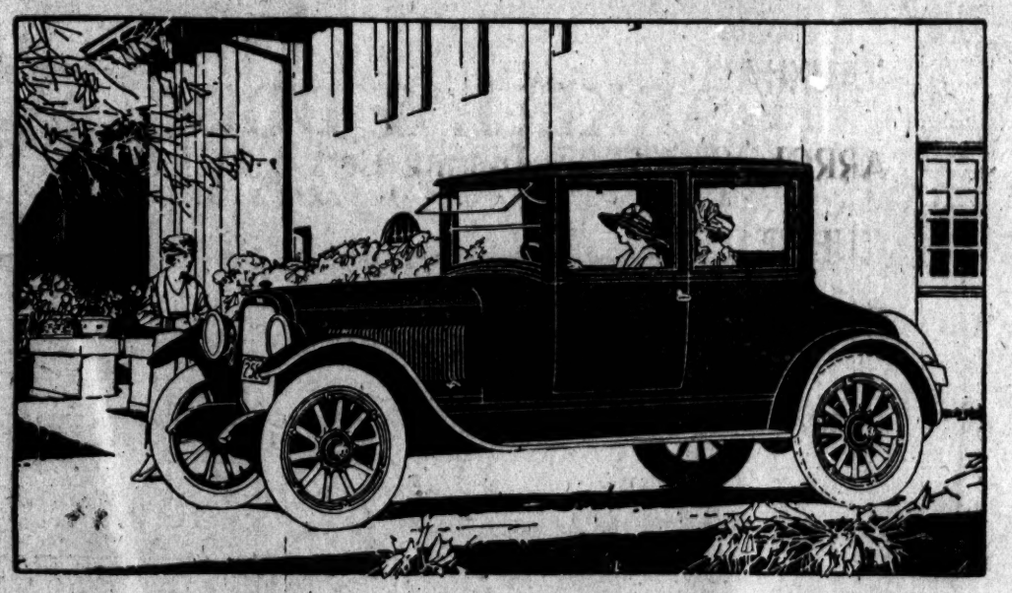
WHITE - - - - - - - - - - - - 2 tons, American

Trucks in stock—Commercial bodies may be built to order in four weeks; Passenger bodies (Bus) in six weeks.

For any information, 'phone Motor Garage, West 1641-1642.

CHANDLER SIX

Famous For Its Marvelous Motor



Many Choose the New Chandler Coupé

THE Chandler Coupé has quickly attained popularity. It makes instant appeal to those desiring the very best in closed car construction.

It is an unusual car, the Chandler Coupé. handsome in its design, luxuriously furnished and lustrous in finish. It seats three persons, or four when the roomy auxiliary chair is used, and seats them in perfect comfort on deep cushions. The upholstery is of silk plush, the fittings of dull silver finish.

Automatic window lifts permit just such adjustment of the windows as weather or wish may dictate.

The Chandler Coupé is mounted on the one standard Chandler chassis, famous for its mechanical excellence and its really marvelous motor.

With An Early Order You May Choose Your Color and Upholstery

SIX SPLENDID BODY TYPES

Seven-Passenger Touring Car *Four-Passenger Roadster,*
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CHINA MOTORS, LTD.

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Main Showroom

Star Garage, 125 Bubbling Well Road

The New Willys-Knight 20

The announcement of the new Willys-Knight 20 recalls the interesting history and origin of its Knight sleeve-valve engine to those who have carefully followed the progress of motor design from the early days of single cylinder cars to the present high mechanical development of the modern motor vehicle.

Many of the motor-wise think of the Knight engine as a British or a European product according to Mr. C. J. White, manager of the Central Garage. They gained this impression, perhaps, from the fact that the Knight sleeve-valve engine has graced a number of costly, well known English and Continental cars. As a matter of fact, the inventor, Charles Y. Knight, is an American.

England, can, however, lay claim to the distinction of being first sponsor for his engine, for it was in England that sleeve-value engines were first used to any great extent in motor cars. It was Daimler that first demonstrated its peculiar faculty of "improving with use." Continental countries soon took it up and it has since enjoyed a permanent vogue in Europe.

POPULAR IN U. S.

John N. Willys, the American manufacturer, perceived its possibilities and popularised the Knight engine in its native country. While some blame may attach to American automotive engineers for failing to appreciate the Knight engine until British experts proved its worth, it is only fair to say that, perhaps by way of compensation, it has been brought to a high stage of development in the Willys-Knight automobile, of which the recently arrived "20" is the latest model. American initiative, if it had done nothing else, would deserve some praise for placing on the market an engine of its type in a moderate-priced car for wide-spread use.

A very creditable record of service has been established by the predecessor of the Model 20, Model 88-4. Owners of that model agree that few automobiles have rendered as dependable performance or been more consistently free from mechanical troubles. It added its quota of success to confirm the basic correctness of Willys-Knight design and it is conceded that the new "20" holds every promise of adding to the Willys-Knight reputation.

AT AUTO SHOW

According to authentic reports, public opinion, the ultimate judge of any automobile, has inclined quite favorably toward the Willys-Knight 20 in the short while it has been on the market in the United States.

Models of each type were prepared in time for display at the New York automobile show, which opened the 1920 selling season in the United States, and these cars were afterward exhibited at several other leading shows in various parts of the country. The enthusiasm they are said to have aroused in the throngs of people who inspected them was highly encouraging to the officials of the Willys-Overland Company, producers of the Willys-Knight car.

Definite expressions of opinion and more tangible orders received at the automobile shows in America during the last few months are an indication that the Willys-Knight 20 is destined to enjoy high rank.

Especial attention is always accorded a new Willys-Knight car by automotive engineers and by motorists who appreciate mechanical improvements in an automobile, for there is a constantly growing recognition of the peculiar advantages of the Knight sleeve-valve engine.

Years of service in the hands of private owners have been steadily bearing out the claims of the makers that type of engine improves with use. Its property of turning the small amount of carbon deposited to good account in building up the minute depression in the sliding surfaces of its sleeve valves serves to seal compression even more tightly and to improve the smooth running qualities of the engine.

USED IN BRITISH TANKS

The theoretical advantages of having two sliding sleeves take the place of the usual noisy, wearing poppet valves are very well substantiated by actual performance. During the war, the sleeve-valve motor was used in the British Tanks and is said to have met admirably the extraordinary requirements of this arduous service. Knight engines, too, are used exclusively in the Fifth Avenue Buses in New York City, U.S.A., where constant starting and stopping, rapid manipulation in congested traffic and the necessity for high speed in the clearer avenues must make heavy demands upon an engine's stamina.

This latest Knight engine has performed equally well or even better in the Willys-Knight passenger cars, where operating conditions are normally not so rigorous. Before starting production on this new model, the makers conducted long cross-country tests in all kinds of weather, over rutted and snow covered roads specially selected for their difficult condition.

OVERCOME OBSTACLES

Smooth power, prompt response, and sustained effort in negotiating these obstacles promised highly satisfactory service under any conditions. The new car has been averaging more than 24 miles to the Imperial gallon, in these test-runs. Even if one discounts these figures on the valid ground that the tested arens were piloted by professional drivers who would obtain the maximum mileage from them, a very creditable result still remains. It is at least safe to say that the prospective owner of a Willys-Knight 20 can look forward confidently to a gratifyingly low operating cost, without any sacrifice of power.

This economy is chiefly due, it is generally agreed, to the refinements made in the car's power plant. The diameter of the cylinder is now 3 5-8 inches (92 mm), while the stroke is 4½ inches (114 mm.) which we consider a carefully worked out combination of power and economy. Another new feature, which should also add both to economy and to power, is a carburetor specially designed to make the most of the inferior grades of petrol now so universally prevalent. This has been placed conveniently high on the right side of the motor and attached directly to the exhaust manifold, against which the exhaust gases constantly play. Then, thoroughly vapourised, the fuel mixture moves directly through the warm motor block to the intake ports on the left hand side of the engine. The carburetor is a special Tillotson make, provided with automatic valves which maintain a suitable mixture at all speeds. The adjustment cannot vary unless purposely changed.

PREVENT WASTE

A move in the direction of preventing waste is seen in the fuel system of the Willys-Knight 20. The familiar vacuum system has been replaced with a new combination of the vacuum and pressure methods of fuel feeding. Petrol is drawn the tank in rear and fed under a slight pressure to the carburetor. A small pump driven from the rear end of the eccentric shaft provides the necessary suction and pressure. This new method eliminates the mechanical complications of both vacuum and pressure systems and provides an unfailing supply of petrol without waste.

The lubricating system presents certain advantages, also. The old pump was of the plunger type and was driven by one of the sleeve connecting rods. It has been supplanted by a pump of the rotary type, which is driven through a spiral gear at the front end of the eccentric shaft.

NOISELESS PUMP

This new pump is noiseless, self-priming, and positive in its action. The oil strainer is conveniently located in front on top of the timing chain case. And it may be remarked in passing that a single silent chain, instead of the two previously used, now drives both generator and eccentric shaft sprockets. The pressure of lubrication is controlled by an interlocking device on the throttle. This provides plenty of oil when it is needed without waste when it is not.

The modern demand for lighter weight in motor cars is based upon sound scientific principle and upon the concrete experience of the motoring public. The engineers who designed the Willys-Knight 20 claim to have anticipated this tendency. At any rate, they have produced a car of undeniable power and flexibility which, when completely equipped, weighs but 2,900 pounds. The Fine steels and other materials are required to achieve this, of course.

NO DETAIL OVERLOOKED

A careful examination of the Willys-Knight 20 reveals a very painstaking effort to incorporate into the construction of this new model such improvements and refinements as would make the "20" more nearly perfect mechanically. No detail seems to have been overlooked, from the improved oil filler cap to the sleeve connection rods of light weight steel drop forgings with die case bearings, which would improve the design and efficiency of the car and its power plant. Right drive cars have magneto ignition only and left drive cars battery ignition only.

A word of commendation is due the new Willys-Knight, also, for a new body design and coachwork in keeping with its mechanical excellence. A new radiator design is one of the features of the pleasing lines of the new model and the car's whole appearance is expressive of the character and dignity for essential in a valued possession.

RIDING QUALITIES

As no inspection of the Willys-Knight 20 would be complete without a road trial, so no account of the new model would be adequate that did not include some comment on its riding qualities. Extremely long, flexible springs smooth out and absorb road jolts. Underslung rear springs give a low-hung body, which tends to reduce all side sway. Precision of balance gives each of the four wheels its proper portion of the total weight, making for comfort in riding. And the fact that each part and each assembly is turned to take a share of strain and shock means that no part is subjected to undue stress or wear. Inside the car, such carefully planned details as low, comfortably tilted seats and restful footboards front and rear, also contribute materially to the car's luxurious riding qualities.

FITTINGS COMPLETE

Nothing has been omitted of the fittings which make the modern automobile so convenient. The horn-button in the center of the steering wheel and the jewelled, eight-day clock with radium dial contribute to complete satisfaction with the car. Cord tires have the advantage of adding both to resiliency and to economy. The Touring and Roadster models come fitted with the 33" X 4" size; the Sedan and Coupe with the 34" X 4½ size. As is customary on all Willys-Overland cars, an Auto-Lite two-unit electric starting and lighting system is part of the standard equipment.

Exceedingly pleasing to the eye are the lines and the rich dark blue color of the five seater Touring Car. The full crowned mud guards, as well as the bonnet and the wire wheels, are finished in hard-baked black enamel of enduring lustre. All of the running gear is, in fact, black. The interior of the car is handsomely upholstered in hand-buffed long grain, black leather and reveals skilled craftsmanship. The windshield is tilted slightly and, with the smooth-flowing lines of the body, gives an impression of fleetness and eager power, even when the car is not in motion.

Coast Where You Can, Save Gasoline

If motorists would take advantage of coasting when the opportunity offers and when it may be done with perfect safety, they could materially add to their gasoline mileage when touring.

If it is to waste of gasoline to permit your engine to idle, then it is also a waste of the precious fuel to have it running on a down grade when it is perfectly safe for one to coast with it cut off. If the grade is too long and with curves, it is not advisable to coast, because with the engine shut off the motorist lacks that perfect control of his car that he should have.

Motorists should also see to it that their carburetor is adjusted for an average mixture—not too lean nor too thick. Efficient carburetion is a distinct aid to better gasoline mileage when coupled with intelligent driving. The gas shortage is causing many a motorist to acquire what to him are new wrinkles in driving his car. And they all help.

The All British
Standard
LIGHT CAR
The Car for the Owner-Driver
Comfort in keeping with its appearance of quiet elegance are features of the *Standard Light Car* that has won the favour of the Overseas Owner--Driver.
AGENTS:
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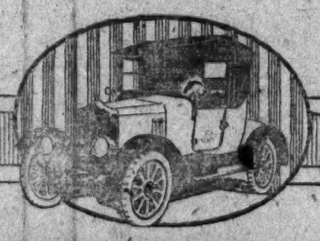
125 Bubbling Well Road, Shanghai.
STANDARD MOTOR CO., LTD., Coventry



Introducing the New
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MODELS
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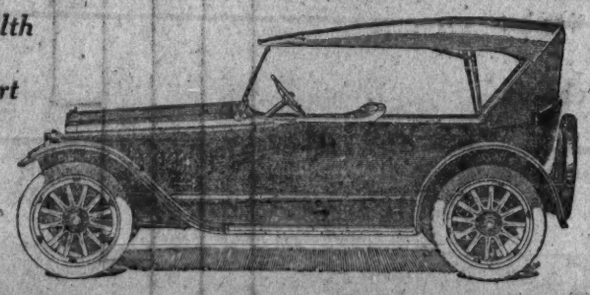

This beautiful 5-passenger Model has a 117-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

JORDAN CARS IN STOCK

JOHNS-MANVILLE FIRE EXTINGUISHERS
Effective against Gasoline and Oil Fires
Also fillers in stock.

VIKING TIRES
are good tires at a good price. Guaranteed 5,000 MILES

GOODYEAR TIRES
Red Spot Searchlights. Ford Spare Parts.
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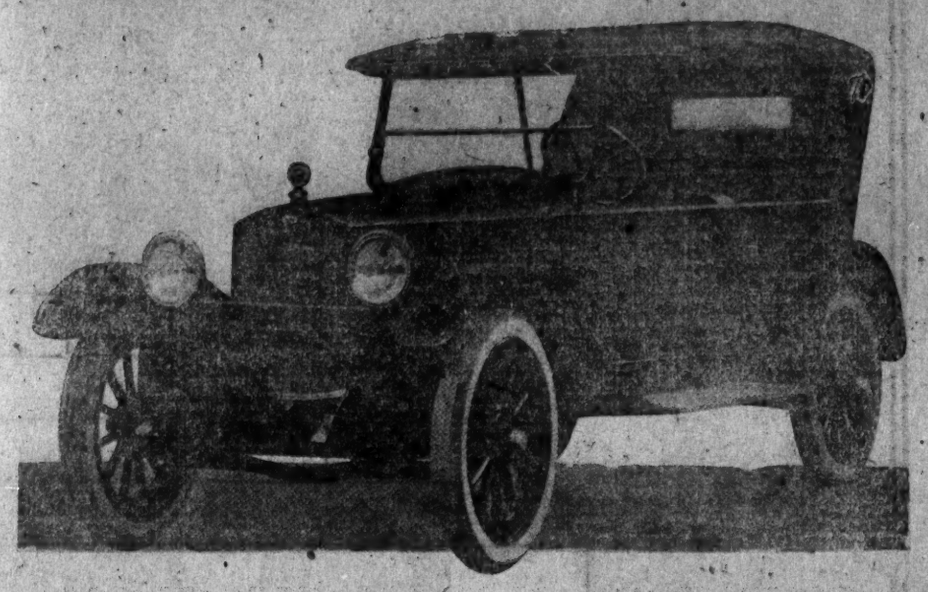
Hire Service, 153-4 Hupeh Road. Tel. C. 4133. Show Rooms & Shops, F. 1787 Bubbling Well. Tel. W. 933.

JUDGE BY MERIT



Those who have seen the Grant-Six are unanimous in their opinion that it is a Wonder-Six. Apart from the fact that its construction and mechanism have been judged by merit, its beautiful bevelled body is admired as an artistic work. Those who appreciate value for money, cannot benefit to any better extent than by buying the Grant for themselves.

MODELS FULLY EQUIPPED—WIRE OR WOOD WHEELS

DEMONSTRATION
FROM

ARKELL & DOUGLAS, INC.

38 Canton Road *DISTRIBUTORS* Phone: C. 2002

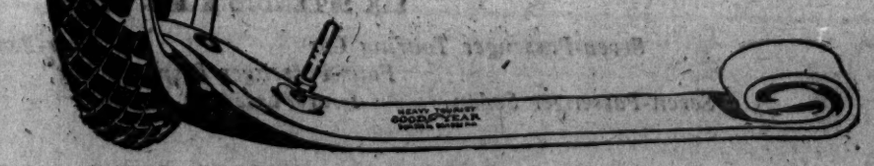
Why More Small Cars Come Equipped With Goodyear Tires

Last year, more small cars, using 30 x 3-, 30 x 3½-, or 31 x 4- inch tires, were factory-equipped with Goodyear Tires than with any other kind.

This is plainly a result of the high relative value produced in these small-car tires by Goodyear's enormous resources and scrupulous care.

They represent the same intense endeavor to supply utmost satisfaction in tires that has laid the basis for the marked preference which exists everywhere for Goodyear Tires in the larger sizes.

This real Goodyear value in tires is available for your Ford, Chevrolet, Dort, Maxwell: or other small car, at our nearest Service Station. Go there for these tires and Goodyear Heavy Tourist Tubes.



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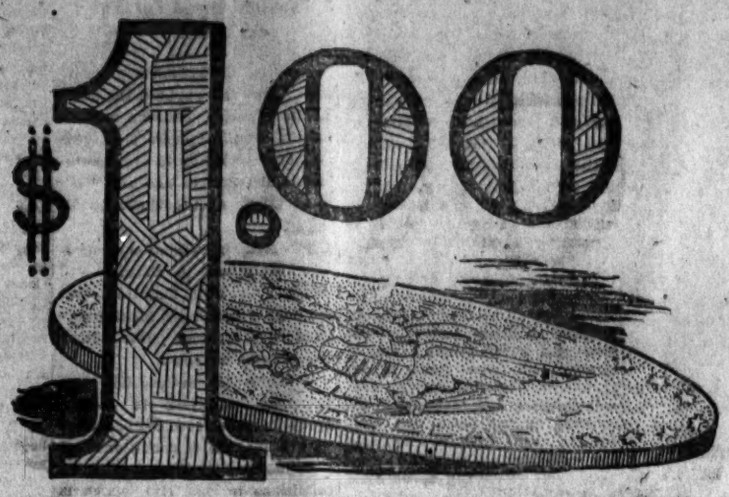
GOODYEAR



Every Dollar Is Worth Saving In These Hard Times

CHEVROLET

OWNERS SAVE DOLLARS

on the purchase price of their cars, and, subsequently, on the cost of operation and upkeep. Besides, they make sure of endurance and consistent performance, two never-failing attributes of the Chevrolet car.

Complete in equipment, graceful and refined in appearance, economical in upkeep, dependable and efficient in service, the Chevrolet ideally meets the demand for an economical, high-grade car.

We have open and closed models in stock: Ask us for a demonstration.

H. S. HONIGSBERG & CO., INC.

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Largest Distributors of Motor Cars in China

Batwing 11, The Futurist Monoplane

BY G. EARL CLAUSON

"Our greatest development appears to be coming in the internally braced wing; that is, in a single wing several feet in thickness which is a self-contained airplane in itself, and in which the engines, crew, passengers, spare parts and everything else will be placed."—Statement by Brig.-Gen. William Mitchell, chief of training and operations, Army Air Service.

Sweep your mind clear of preconceptions of what an airplane ought to look like, and try to visualise it as in the near future it promises to be. Picture an airplane built on the general outlines of a fantastically mangified moth, but with wings much thicker proportionally to the body than those of any other ever encountered outside of a nightmare.

This plant is, in effect, as Gen. Mitchell notes, a single wing, with a longitudinal bulge down the center corresponding to the body of the moth. Viewed head-on, you are struck first by the shape and dimensions of the wings—of which more later—and next by the total absence of struts and stays, conspicuous appurtenances of airplanes as you have known them. You see, in fact, hardly more of the working apparatus of the machine than you do of a moth's from the same viewpoint. The landing gear is visible; there are propellers and a tail carrying elevators and rudder; and a little study reveals the conventional ailerons for regulating the lateral stability. And then there are landing under wings and tail. But that is all.

It suggests a monstrosity—some strange sky wanderer from distant Mars, save that it does not suggest flight. It is not conceivable that those great, thick wings should be able to raise this heavy structure into the air. You incline to dismiss it as the earthbound fantasy of a crazy inventor.

HOPE OF AVIATION

Yet in this very departure from wing design as hitherto practised lies, in the belief of many best qualified to venture an opinion, the hope of aviation. It is not alone Gen. Mitchell, himself an expert avaitor as well as director of many thousand flying men, who sees in the "single internally braced wing several feet in thickness" the greatest coming development of the airplane. Grover C. Loening, designer and manufacturer of the successful Loening monoplane, has expressed himself to the writer in much the same way. The list of aeronautical engineers who hold this belief might be extended almost indefinitely.

Nor has conviction confined itself to words, for the prototype of the airplane Gen. Mitchell had in mind has already been built and flown, and so successful was its demonstration that a second and improved edition is nearly ready to take the air. The builder is William B. Stout, former member of the United States Aircraft Board, and his Batwing No. 11, as he calls it, will be ready very shortly for its maiden flight. At present writing it is being assembled at Detroit, where it was built, and will have its try-out in an air voyage to New York.

NEW PRINCIPLES

Working in their laboratories and wind tunnels, aeronautical engineers have discovered many new principles of flight. Some have been materialised in linen, wood and metal. Some are still closely guarded secrets. The great discovery, of revolutionary possibilities, which made feasible the batwing and, it is believed, all later planes which hope to compete successfully for airborne traffic may be expressed as a principle in the following words:

The lifting power of an airplane wing depends solely on its curve, and is not affected by its thickness.

When you have grasped the significance of this discovery you begin to see its potentialities. It means, first of all, that the wings of a plane, instead of being merely its support, may henceforth offer also cargo capacity, with infinitely increased commercial usefulness. It means that, instead of being built like a kite, fragile skeletons with a skin of gauzy fabric, they will be constructed like the hull of a ship, on frames whose strength is equal to any strain which may be put on them. This will make for economy as well as solidity. It means again the elimination of struts and wires, with a consequent reduction of head resistance which in turn will make for increased speed. It has been calculated that an airplane would travel twice as fast if the "parasite resistance," so-called, of struts, stays and engine radiators would be eliminated.

In all airplanes, except the first Batwing since aviation became a recognised method of travel, the fuselage, or in hydroplanes the boat, has been the measure of carrying capacity. In the last eighteen months, to be sure, the fuselage has been developing into a cabin, but it is still a fuselage, and its cargo room is sharply circumscribed. In most planes pilots, passengers and deadweight cargo have been compelled to share space with the engines, although the present tendency in multi-motored planes is to swing them outside in nacelles.

MOTORS AND WINGS

But it has been discouragingly apparent that the race between added engine power and space for other useful load than motors must ere long end. Too much strain was being put on the wings. It was foreseen, too, that the ultimate limit would be reached before useful load space was developed sufficiently to enable the airplane to compete successfully with other kinds of carriers.

A far different outlook is presented if, as is forecast by Gen. Mitchell and others, internally braced wings of any desired thickness can be used for cargo, whether passengers or freight, while the motive power of the plane is confined to a central space set apart and cut off from the rest of the ship. Size limitations are removed by the possibilities of strength inherent in internal bracing. In fact, a premium is put on big construction instead of, as today, on small.

SHOP CLOSELY GUARDED

Out of the closely guarded shop where Batwing No. 11 is receiving its finishing touches have leaked a few facts about this daring departure in the hardly scratched field of heavier-than-air flight. The single internally braced wing of this pioneer stretches forty feet from tip to tip. It is about seven feet thick. Its forward or "entering edge" presents an elliptical curve, narrowing to the ailerons at the after-edge. A longitudinal cross-section of a duck's body, the true stream-line curve, carries pretty closely the idea.

The envelope of this revolutionary contrivance is of magnesium, a metal thirty percent lighter than aluminum. Its engines are carried in either wing section and its propellers are of the pusher type, carried on the rear edge of the wing. At the entering edge are windows which give crew and passengers perfect vision ahead, a feature so important to the flying man and so often inefficiently provided.

WORLD A-WING?

Should expectations of the Batwing be realised, and recognising that like all pioneers it is after all only a sign-post, what of the future of aviation along the road it points?

Nothing less than the long-promised world a-wing. It will herald the dawn of a day when airplanes whose capacity will be little if any less than ocean steamships of today will thread the lanes of the upper levels. What is to hinder, with internal construction permitting rigidity of construction which makes it possible to carry any desired power? It will mean the trip to Europe between dawn and darkness in a ship riding high over storm belts at whatever altitude it can pick a favoring wind.

The economic significance of a successful demonstration of the Batwing 11, with its entail of swift distribution of perishable foodstuffs from the far corners of the globe, its rapid delivery of commercial paper on which interest is lost while it is in transit, and the myriad other consequences, can only be suggested.

Small wonder that the eyes of the aeronautical world are turned to Detroit, watching for the maiden performance of Mr. Stout's new flying machine.

No one but a few Government officials and members of the French, British and Italian aerial commissions has seen the machine in flight.

Grover Loening, designer of the world's leading monoplane, one of the few civilian aeronautic experts who have seen the new machine, said:

"It is without doubt the future aircraft."

Fighting Waste

Waste has little place in modern industry.

America—the most profligate country in the world—is learning to cut its extravagance, at least in industry.

How carefully work must be done in tire and tube manufacturing will be a revelation to motorists who read the following:

A gang of men on a callendering machine at The Goodyear Tire and Rubber Company recently broke all records for perfect work and percentage of bad stock for the period of a month.

In February this gang rolled 24,450 yards of tube stock for inner tubes—the most difficult of all callendering with but one and one-tenth percent of bad stock. Another gang had a percentage of 1.28 for the month.

The records are amazing when it is considered that tube stock must be rolled almost to one thousandth of an inch and inspectors will reject it if there is any appreciable variation.

MEDALS AWARDED CADILLAC MEN OF LONG SERVICE

It is a matter of great pride with Cadillac that the men who are responsible for the building of the car, those whose fine craftsmanship is wrought in every part and parcel, have experienced long years of Cadillac service. Artisans of Cadillac caliber are not produced in a day and the fine workmanship manifested in microscopic accuracy would be impossible of attainment by men of lesser skill.

It is of equally fundamental importance that the men who are responsible for the shaping of Cadillac policies and practices have also enjoyed long terms of service. Managers, heads of departments, superintendents, general foremen and forewomen are counted among those who have helped guide Cadillac destinies and weld together an organisation capable of producing a car built to Cadillac standards.

From the union of these two elements—of supervision and execution—comes that uniformity of purpose, that stability of Cadillac character, which set Cadillac apart from other organisations and other cars.

To commemorate this element of Cadillac greatness a plan of presenting individual service medals was recently inaugurated. Under this system, each employe of the Cadillac Motor Car Company, at the completion of his first ten-year period of service, receives a gold medal in the form of the Cadillac Coat of Arms, engraved with his name and period of service. A similar medal of silver is provided for those who have been with the company five years and longer.

A roll call of the gold medal list indicates how widespread through the various factory departments is the ideal of service. These are the men who, ten years ago, were making the Model 30 known (many of them can relate stories of the one-cylinder days); they are today helping to build Cadillac's newest and finest eight-cylinder type.

ENLARGING BUSHING

It is possible to enlarge a bushing without the help of a reamer by cutting down a stick to fit the bushing, putting some grinding compound in and rolling the bushing back and forth on the bench, bearing down on the stick and keeping it from turning. The resulting hole is practically as true as if done with a reamer.

OPTIMISM IN MOTOR TRADE IS RULING SPIRIT

Automobile Builders See Big Season Ahead For The Industry

A spirit of optimism prevails throughout the whole of the automobile industry, and the outlook for the coming months is exceeding good, according to Coast automobile distributers who are closely in touch with business conditions.

A careful investigation of business conditions in Detroit and Indianopolis also indicates that the factory heads are looking forward to prosperous times during the months to come.

A study of automobile manufacturing conditions in Indianapolis last week resulted in a most careful analysis of conditions and a decidedly optimistic report on conditions in that city, which is today one of the big automobile manufacturing cities of the country.

The report declared that in spite of a slowing up in sales during July, there is a greater volume of business during the slow months, July and August, than ever before. As an instance, one of the largest factories, that of the Nordyke and Marmon Company, where the Marmon car is made, is producing and shipping cars in greater quantities than at any period during previous years, and within 25 percent of the average during the big spring months of 1920.

"Our shipments during July and August are always less than the maximum spring shipments," said W. C. Marmon, president of the Nordyke and Marmon Company. "This year there was a general slowing up in sales during July, but at that we did a greater business than in any month of previous years.

"During the first two weeks of August there has been a marked improvement and orders on our books indicate a record-breaking August. That our cut in labor has been slight is shown by the weekly payroll, which is averaging about the same as it did in January, when we were very busy on the preparation for spring. Reports from various sections of the country, both in sales and prospects, are very optimistic. For instance more retail sales were made in Kansas City during July than in any previous month in our business. On the Pacific Coast sales have been keeping up during the summer months, with prospects bright for an extraordinary business in the fall. Within the last week our New England distributor has ordered an increase of 50 percent in his fall allotment.

"With the natural return to buying in the fall and crop movements well under way by September, we expect a normal business during the coming months, although not as large as in the spring, with the abnormal demand due to the accumulation of business from wartime and immediately thereafter.

"The manufacturing of milling machinery, which is another part of our business, is the greatest we have ever known, with orders on the books for full capacity for at least a year ahead."

One 'Missing' Mystery Less!

A common, yet at the same time mysterious cause of an engine missing explosions is water in the carburetor. When trying other causes of skipping, try draining the carburetor. Catch some of the fuel in the hand and note if globules form on top. They reveal the presence of water.

Tire Heating Is Often The Source Of Big Trouble

Here are some sermon facts for drivers who are careless of the results of overloading automobiles or trucks and underinflation of tires:

An average-size tire, under proper inflation and normal load, reaches a temperature of 140 degress F. just under the tread, when run at a speed of twenty-five miles an hour. On increasing this speed to thirty-five miles an hour, the driver raises this temperature to 155 degrees.

Now, if this same tire is overloaded by 50 percent, the temperature will reach 160 degrees at a twenty-five-mile speed. And it will go to 190 degrees at thirty-five miles an hour.

Moreover, if this same tire is run under-inflated, at twenty-five miles an hour the temperature is 180 degrees, and at thirty-five miles an hour it will rise to 220 degrees.

Both under-inflated and carrying a 50 percent overload, it will take only thirty minutes for the same tire to reach a temperature of 250 degrees when running at forty-five miles an hour.

In solid tires, overloading and increasing speed have the same effect as noted above for pneumatic tires. A temperature as high as 350 degrees has been measured in a solid tire under adverse conditions.

The tests under which these temperatures were disclosed were conducted by chemical laboratory staff men of the Firestone Tire and Rubber Company, at Akron. Tires of numerous makes were used. By such tests the chemists build longer life into Firestone tires by developing compounds that will best withstand such high temperatures.

The worst roads grow smooth and comfortable on a

RALEIGH

THE ALL-STEEL BICYCLE

Even bush-riding becomes a real joy and with Dunlop tyres and Sturmey-Archer 3-speed gear you complete the perfect bicycle. Raleigh-riding is joy-riding all the time.

WM. FORBES & CO.,
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Raleigh Cycle Co., Ltd. Nottingham, England.

Most Miles *per* Dollar

Look for This Name On Tires and Tubes

In the added size of this Firestone Cord Tire there is not only much extra mileage but car protection, comfortable riding and impressive looks.

Firestone Red Inner Tubes are known for their resistance to heat. They keep fresh and lively from season to season, withstanding the most difficult tests of time and service.

Now, all over the world, the name Firestone on tire or tube has come to mean that rubber and workmanship cannot produce a better article of its kind.

The Central Garage Co.

2a Jinkee Road, Shanghai

Simplicity

The finest things in life are really the simple things.

They bear the mark of sincerity without display—truth without decoration.

The most highly respected motor car ever built has been laughed at by some engineers. They consider it old-fashioned.

The greatest songs ever heard, the greatest music ever played, the greatest drama ever staged, are simple, homely, old-fashioned—but they are true.

Clever people wonder at this, and are constantly striving to excel beautiful simplicity-they cannot gild the lily.

JORDAN

JORDAN

Motor Cars

SHANGHAI MOTOR CORPORATION

14 Canton Road — 237 Lungmen Road

TELEPHONES:

Central 3096 — WEST 2004

New Yorkers Expect To Get Drastic Laws For Drivers Of Motor Cars

New York Automobile legislation, especially directed against reckless and speed drivers combined with more severe penalties than the motor vehicle law of this State now imposes, is practically certain to be one of the features at the forthcoming regular session of the New York Legislature. The exceptionally large number of accidents occasioned by motor cars in New York City and the vicinity within the last month has directed public attention very strongly to the possibility of obtaining reasonable measures of safety by legal enactment. Just how far such measures can succeed is a mooted question among motorists who have given careful attention to traffic conditions and increasing safety on the streets.

There is no doubt, however, in the minds of many of these experts that the motor law of New York State is too lenient in respect to penalties for improper driving, and more drastic measures seem to be needed in preventing persons of various physical disabilities from obtaining operators' licenses. It is quite possible that an entirely new policy may prevail in the conduct of the automobile affairs of the State, and it would be no surprise to see a Commissioner of Motor Vehicles appointed as an adjunct of the Secretary of State's office, to devote his entire attention to the work. There are more than 600,000 motor vehicles of all kinds in New York, an enormous increase within last few years, and, as Magistrate W. Bruce Cobb pointed out last week, the Secretary of State's office has been for some time inadequately supplied with funds and with an insufficient staff to fulfill its duties properly.

LICENSES REFUSED

Motor Vehicle Commissioner William L. Dill, in his office at Trenton last week, said that Dr. Copeland, Health Commissioner of this city, had taken the correct view in warning that motor driving licenses should not be granted persons of poor eyesight, poor hearing or other serious physical troubles and also those addicted to drug uses.

"It would surprise you to know how many applicants are refused licenses the course of a year because of some physical defect," said Commissioner Dill, "but we are justified in that respect by the fact that it is a requirement of the law and the additional, and perhaps more important, reason that we are thereby bringing about a greater condition of safety on our roads than would otherwise be possible."

It may also be interesting to note that on Commissioner Dill's trial day in Trenton last Wednesday ten licenses were revoked. More than 1,000, he said, had been revoked in New Jersey during the last year. The revocations in New York have been less than 200.

ACCIDENTS INCREASE

The increase of motor accidents has been noted in many other parts of the country, and the same is true in England. In discussing the situation there The London Field says, very sensibly:

"The vast majority of motor accidents do not arise from incompetent driving, but from careless, unthinking driving and a temperamental incapacity to arrive at a rapid or mental decision with a physical power to translate it into action. Every motorist must cast away his past experience of what has and has not been safe in the way of driving. No small number of accidents has been due to the fact that drivers have come back to the road and revived their driving practices and policies of 1914.

"For every motor on the road in 1914 there are three or four today, and the danger arising simply from their presence is more than four times what it would have been in 1914, because the average speed of all motor traffic has increased, the average quality of driving has decreased, and the presence of such a considerable proportion of heavy and fast commercial vehicles—generally driven over their statutory limit by men who are not overburdened with consideration for others—on our narrow, dusty and high-hedged roads, makes it suicidal to drive as we were wont to do before the war."

TRUCK INCREASE

The above statement, especially in regard to the increasing number of commercial motor vehicles on our highways, is eminently true in many sections of the United States, and doutless to a much greater degree than in England. Outside of proper legislative enfocement the safety first problem is largely one of traffic regulation and also of education. Through lack of reasonable care, motorists are bringing upon themselves more drastic and very irritating legislation.

The Merchants' Association has taken up the matter in a serious manner and after stating its opinion that for reckless driving licenses should be immediately revoked, announces that conferences will be held with the Traffic Magistrates, the Commissioner of Police, the Chairman of the Public Welfare Committee on the Board of Aldermen, and others; after which "we shall report our conclusions and recommendations, probably in the form of bills amending the existing laws and ordinances, to be presented for action by the Legislature and the Board of Aldermen."

REFORMS PROPOSED

In issuing a call yesterday for the annual convention of the New York State Automobile Association at Dunkirk President H. W. Robbins stated that the most important business to be considered would be the means of enacting a law to license every driver of an automobile in this State. For several years each Legislature has considered an operators' license law and each time it has died in the Internal Affairs Committee. New Jersey, Pennsylvania, Massachusetts and Connecticut require a license to drive a car. California and Ohio motorists are demanding similar laws.

"In New York City the effect of the law," says Mr. Robbins, "is nullified by the provision permitting up Staters to drive in the city for ten days without a license. I hardly believe all the incompetent drivers are in New York City. Manufacturer should also be prohibited from making racetracks of our highways for publicity purposes."

BRITISH NATION GOES MOTOR-WILD

Reports From Overseas Tell Of Increasing Use Of Automobiles

All Great Britain seems to have gone motor-wild. A craze for automobile ownership seems to have spread all over the United Kingdom, and persons who know nothing about a car will pay any kind of a mad sum just to own one.

The more conservative English journals have been commenting quite freely on this widespread attack of motormania. The London Daily Mail in particular point out the excesses to which would-be motor car owners are going in that country.

"The absurd prices asked for 1914 and 1915 models are one indication of the extent to which the motoring public and the want-to-be-motoring-public has gone in England," continued Strauss. "The Mail reports instances of ten-horse power cars of indifferent make bringing $4,250, while a 12-horse-power job brought $5,000. In 1914 it was quoted around $1,625 or $1,750.

"Another instance quoted is the purchase, at a 'very special' price (by which was meant a low one) of a 40-horse-power car with closed body, for $25,000! Prices of very ordinary and not remarkably good cars are up 300 and sometimes 400 percent. That is to say, agents are offered these sums for immediate delivery. The makers get only the catalog prices. New cars will fetch almost anything.

Maxwell

Fifth Avenue or the Boulevard Des Lamas

In all countries, under any conditions, the Maxwell has established a reputation for consistent performance. It is because the Maxwell is simple and sound. The worth of every part and every operation in building has been proved by thorough tests. Everything essential is embodied in it; there is nothing superfluous.

The resulting economy of operation, consistency of service, ease of riding and smartness of design give the Maxwell a universal appeal.

The Shanghai Horse Bazaar & Motor Co., Ltd.
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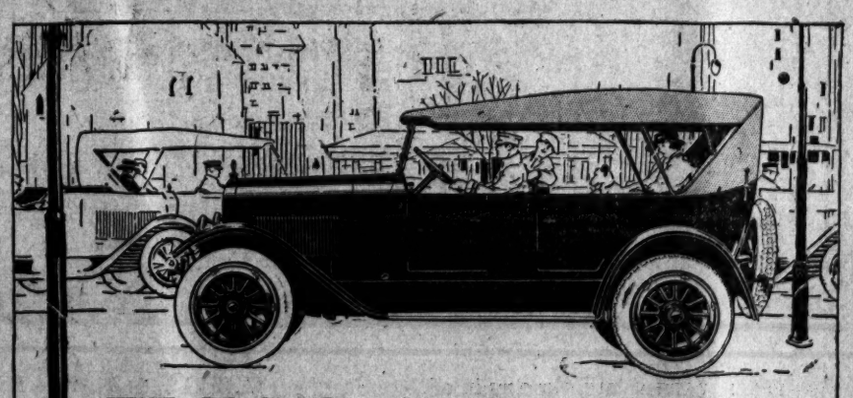

KING EIGHT CYLINDER AUTOMOBILES

This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models

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38 Canton Road, Shanghai

KING MOTOR CAR COMPANY, *Export Department*, 152-154 West 72nd Street, NEW YORK, U. S. A.

EVERY—

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and all other Rubber Goods bearing the Goodrich name or trade mark are manufactured in the Company's factories at Akron, Ohio, or at Paris, France, and at no other place. This is your assurance and our Guarantee of high standard materials and workmanship, backed by over fifty-one years experience in rubber making and of fair business dealing

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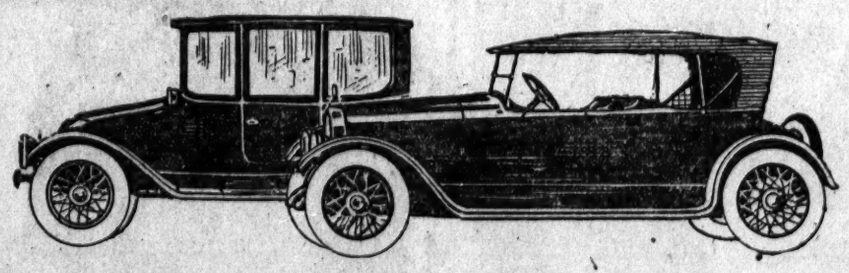
We Specialise In Second-Hand Cars



ARE YOU BUYING OR SELLING?

IF BUYING—

it will pay you to watch our stock of second-hand cars, which changes every day.

IF SELLING—

it will be worth your while to see us before disposing of your car.

WE HANDLE HIGH-GRADE CARS ONLY—NO CHEAP MAKES

We have also a number of New Limousine, Coupé, Touring and Roadster Models and

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in various capacities, ranging from 1½ to 3½ tons.

Demonstrations Cheerfully Given

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Auto News Of 20 Years Ago Reads Today Like Joke Book

Something of the growth of the automobile business and the evolution of the motor car is shown in a column entitled "Twenty Years Ago This Month, Social and Trade Notes of the Automobile World," printed in a recent number of the New York Evening Post. A few of the interesting items in the list are given herewith:

Mr. and Mrs. E. O. Strong and Mr. and Mrs. W. S. Root returned to Cleveland on the first of the month, having completed the first automobile trip around Lake Erie probably the first tour through Lower Canada. The gentlemen are members of the Cleveland Automobile Club, Mr. Strong being president of the organisation.

"Speaking of the trip, Mr. Strong said: 'We averaged over 100 miles a day. We made a sensation in Canada. It was not unusual for schools to be dismissed, as our coming was announced from place to place.'"

"W. J. C. Elliott, proprietor of the Sydney (Australia) Cycle Agency, landed a beautiful little motor voiturette in Sydney, Australia, last week and has been driving around the city streets and suburbs during the last few days on it. Whenever it comes to a standstill in the streets it is well-nigh impossible to get near the vehicle, owing to the vast crowds that congregate to inspect it."

"S. A. Ingalls, a member of the Cleveland Automobile Club and a son of President Ingalls of the Big Four Railway, made a flying trip across the State of Ohio, establishing a record that will probably stand for some time to come. The distance covered was something over 250 miles and his actual running time was less than twenty hours."

"Buffalo is going to follow the worthy example of Columbus, Ohio, and Hartford, Conn., and is about to install an automobile patrol wagon."

"Boston has two self-propelled fire engines, Hartford one, New Orleans one and Pittsburgh has ordered one."

"The Prince of Wales has become a convert to automobilism. His vehicle is a 6 horsepower Daimler mail phaeton, two-seated, with collapsible hood, crest and, mecanicien complete, and His Royal Highness is reported to be making satisfactory progress in mastering the levers, steering wheel, oil cans, etc."

"Fire Chief Edward Croker of New York City has a fast Locomobile for use in fire duty. It is expected to shorten considerably the time required to reach fires occurring some distance from headquarters."

"A company is being formed in Plainfield, N. J., to operate motor stages on the residential streets of that city. It is estimated that the route will be covered in thirty minutes and a 10c fare will be charged."

"Oliver Lippincott, an artist of Los Angeles, and E. Russell of the same city recently rode into the Yosemite Valley on the first motor vehicle to enter that famous spot. It easily made eight miles an hour on grades where the regular Yosemite stages can only cover three."

"Residents of Newport and Narragansett will not be allowed to transport automobiles operated by gasoline on the Jamestown and Newport Ferry. This decision was made by the State Supervising Inspector General, who cited Section 472 of the Revised Statutes."

"The Jackson & Sharp Company has completed five electric 'carettes' for service in Washington, D. C. They resemble small trolley cars in form."

"Licenses have been granted in Chicago to six women operators of motor vehicles thus far. No licenses to run steam or gasoline carriages have been granted, neither of the latter being considered safe in the unmechanical hands of feminine drivers."

"The Asbury Park Council has voted to disbar motor vehicles that are noisy in running."

"The family automobile was awarded to the wife pending a settlement in a Chicago suit for divorce. According to the ruling, it would seem that the automobile must be classed with the family furniture."

MAJOR NOW GARAGE MAN

Major-General George Y. d'Helburg, former officer of the army of the Czar, is holding a $35 job as mechanic in a garage in New York city. He knows of seven sweeping the streets in Finland.

Whale Taking Jaunt In U. S. On Motor Truck

A mammoth whale, said to be 230 years old and weighing 31,000 pounds, was washed ashore near Pablo Beach, Florida, recently. E. C. Wallace obtained possession of the whale's skeleton and mounted it on an Indiana truck and is now exhibiting it in the southern part of the country.

The whale was 49 feet long. The jaw bones are 12 feet long, and the capacity of the mouth was about 20 bushels. The skeleton weighed over two tons.

Grease Is Big Factor In Life Of Truck

Many Drivers Neglect Keeping Minor Parts Well Lubricated

"The life of the average motor truck would be prolonged from one to five years if drivers always kept the parts well greased and cleaned," says H. C. Horner, transportation engineer.

"There are truck drivers who know their machine thoroughly and take splendid care of the engine, but seldom, if ever, grease or inspect all the truck parts. They do not realise that, in the long run, the minor parts of the truck are as important and need proper care as well as the motor. Any machine must have every part working properly in order to give sufficient service that is possible only by giving each part the necessary care.

"Those exceptional drivers who at all times see that their truck is properly greased and cleaned are the ones that take a pride in their machine and wish to earn the reputation of being such good drivers that their trucks are rarely ever laid up for repairs. This class of drivers have no trouble in finding a job; in fact, they can usually earn more money than the driver who says when the truck needs attention, 'Tomorrow is another day.' Furthermore, they are given privileges that the careless driver is denied, because they can

"It will more than pay the owner of a motor truck to, if necessary, spend a few extra dollars in order to have the machine properly greased and lubricated at all times. The money spent in labor and lubricants will save many dollars in big repair bills. It is impossible to obtain the maximum efficiency from a truck that is improperly lubricated" he trusted.

VAST SUM PAID TO BUILD ROAD

$64,697,255 Contributed By Motor Vehicle Owners To Enrich Treasuries

Motor vehicle owners enriched the treasuries of the 48 States and the District of Columbia to the extent of $64,697,255.58 last year, according to an announcement made recently by President Percy E. Towne of the California State Automobile Association.

In a survey to ascertain the amount being paid by motorists for use of the highways and to determine where this vast sum was going each year, the Automobile Association has ascertained that this sum represents the total registration and incense fees collected in the United States last year and paid on 7,565,446 motor vehicles, including motorcycles. The survey shows an increase of 23 percent or 1,418,829 motor vehicles over 1918, the increase alone representing about 10 percent more cars than the total number registered in the union during the calendar year 1913.

The revenues, according to President Towne, collected during 1919 exceeded those of 1918 by $13,219,839.97. In 1906 the survey discloses that practically none of the motor vehicles revenue were applied to road maintenance and construction. In 1919 the motor vehicle revenues represented approximately 116 percent of the total road and bridge expenditures in the United States. Over 92 percent of the gross returns, or $59,907,136.18 was devoted exclusively to this purpose, and of the total amount applied to road work 70 percent, or $42,492,604.17, was expended more or less directly under the control or supervision of the State Highway Department. The remaining 8 percent not applied to road work was expended very largely, the association ascertains, for number plates and in carrying out the provisions of the motor vehicle registration laws of the several States.

In most States the motor vehicle revenues, it is found, are devoted to the maintenance and repair of the State's roads or other improved roads.

Repair School Gives Diplomas To 1,538

Akron, O.—One thousand five hundred thirty-eight men have received their diplomas from the Goodyear School of Tire Repairing in the four years since its establishment. The school now occupies roomy, well-lighted quarters in the new Goodyear building on East Market Street in Akron. A present there are 30 to 40 students taking the course in tire repairing every week, but only a part of the men are graduated each week.

Within a short time the new equipment being added will give the school capacity to handle the tire repairing education of more than 45 students at once.

EDDIE HEARNE BIG STEPHENS BOOSTER

Racing Champion Orders Salient Six—Knott Gets News Of Sale

Eddie Hearne, champion racing driver of America, is jumping into great favor with officials of the Stephens factory, because of his recent declaration that the Salient Six is one of the finest and all-round cars in the world.

"The champion not long ago purchased a Stephens," said distributer for that car, the other day, when the news of Hearne's order arrived. "Personally I must commend him for his good judgment.

"That makes two champions in one. Hearne, as a racing driver, has few equals, and the Stephens, as a pleasure and power machine, has no peers. Therefore Hearne and Stephens is a good combination—and it sounds good, too.

"On the Los Angeles speedway, the Stephens hit the high spots, making an average speed of 56.85 miles an hour, under Los Angeles official test. It ran perfectly, and fully demonstrated its ability as a speed-burner and automobile for good service.

"Hearne says he made his choice after inspecting many other makes of cars. It takes a Stephens, anyhow, and with that complimentary declaration, the Stephens Salient Six representatives throughout the country have another big thing to boost."

Here Are Reasons For Light Troubles

A few of the common troubles in lighting systems and the causes are given herewith:

First—Battery discharge, generally due to improper charging, may be short circuit in the lamp system, in the battery circuit breaking or regulating mechanism, or generator.

Second—Lamp shorts, bare wires touching each other, due to poor taping. Loose strands, bridging terminals or defective sockets.

Third—Battery shorts, worn out battery, excessive sediment in bottom of battery, and on top of battery, sulphated terminals, acid-soaked wire.

Fourth—Lamps won't operate with engine stop; lamp shorts, switch shorts, connector shorts, wire shorts, battery shorts, circuit breaker shorts or open circuits.

Fifth—Lights out or dim with engine running: defective generator, weak field magnets, burned-out armature, commutator trouble, faulty brushes.

Sixth—Some lamps bright and other lamps dim, due to local trouble, partly discharged battery, defective circuit breaker, broken lamp filament, partial shorts.

GORDON TIRE

Are you satisfied with your tire results?

Gordon Triangle Tread Tires are giving perfect satisfaction.

Buy direct from us and take advantage of our discounts.

All popular sizes carried in stock. Come in to-day and get our prices.

M&CO. MUSTARD & CO. M&CO.

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TRADE MARK REG.

SPECIFICATIONS!

What do they mean to you?

Are they merely so many units that are required to make an automobile; or do they mean a measure by which you judge? You demand specifications of your contractor when building a house—you study them, consult your friends, and seek expert advice before accepting them.

WHY SHOULD YOU NOT DO THE SAME WITH YOUR AUTOMOBILE?

STUDY THESE CAREFULLY

ENGINE: Four cylinders; 3⅛ (85.7 mm.) bore, 4-inch (102 mm.) stroke.

IGNITION: High-tension magneto.

LUBRICATION: Centrifugal pressure feed.

ELECTRIC SYSTEM: Auto-lite two-unit, six-volt.

CLUTCH: Single-plate, running in oil.

COOLING: Thermo-syphon or natural circulation system.

REAR AXLE: Three-quarter floating.

WHEEL-BASE: One-hundred inches.

WHEELS & RIMS: Artillery wheels.

TYRES: 30 x 3½ inches (762 x 89 mm.).

DESIGN: All-steel streamline body.

PETROL FEED: Gravity system, with tank in dash.

22 MILES PER GALLON GUARANTEED (U.S.A. Gallon)

THE CENTRAL GARAGE COMPANY

2a, Jinkee Road EXCLUSIVE DISTRIBUTORS Telephone, Central 3 80

"Boost for good roads in China"

PRODUCTION COST CAUSES PRICE ADVANCE OF CARS

Incline Rather Than Decline In Values Is Indicated In Eastern Reports

LABOR INCREASES COST

One Truck Company Already Announces Jump—Others Soon To Follow Suit

"Prospective motor vehicle purchasers, who have been postponing the placing of their orders for passenger cars and trucks in anticipation of reduced prices are doomed to disappointment," says Leon Pinkson in the San Francisco Chronicle. "There can be no drop. This is just as certain as the sun shines and the reasons are so many that when a person takes the time to analyse the situation he will find that the tendency is more for an advance in future values than any decline.

"In this analysis it is clearly shown that during the next season every single part and particle that goes into the making of an automobile will cost more. It must be so because of the 20 percent increase in freight rates that must be paid on all parts that go into the makeup of a motor car. The raw materials have to be moved to the foundry, then to the factory, and then to the automobile plant, and every move costs 20 percent more than it did a week ago.

LABOR COSTS JUMP

"Labor costs, too, have steadily risen in spite of the more efficient systems of production. As a matter of fact, the motor vehicle manufacturer has gone further than any other maker of a finished product in eliminating waste and establishing a smooth flow of material into one end of his plant that results in an equally steady stream of the finished product at the other end. In this direction they have cut production costs to a minimum. As a result, there is no chance of a reduction of prices coming from this source.

"Again it might be pointed out that labor in the motor car plants today is more efficient than a short time ago. The builders have weeded out the dead timber and replaced these men with good workers. This might allow some reduction in production costs, but the amount is far too small to offset the higher prices being paid for the raw products.

TRUCK PRICES RAISED

"In a 'take it or leave it' letter written to one of the local distributers by a large truck company this week the announcement was made that the price of their particular truck would be advanced close to $500 on September 10. The manufacturer explained that his company was forced to take this action because of the constantly increasing cost of all their material and labor. Up to the present the factory was working with materials that had been purchased some months ago. Now it was necessary to go into the open market for new material and their prices must go up to meet the advanced rates demanded.

"There is little doubt that practically every motor car manufacturing concern faces the same situation as this particular truck plant, and it might be added that the same condition prevails among the makers of the accessories that go into the manufacture of the finished motor vehicle.

"This is just another instance showing the way the cat is going to jump.

NOW IS TIME TO BUY

"Reports are general in motordom that at the moment there are many cars tucked away in warehouses here, all bought, shipped and received before the freight rates went into effect. This might be true and some of us might be prone enough to say that these cars are being held for higher prices. But according to the local dealers they are not. They are here for the protection of the California motorists against any sharp price advance. But cars leaving the factory from now on for Pacific Coast points will cost more than the present asking prices.

"There is but one deduction to draw from the foregoing review and that is Mr. Motorist or Mr. Business Man the present is the time to buy your motor car or power wagon. There is no likelihood of lower prices and every possibility of still higher rates."

FARMERS HEAVY BUYERS

Farmers in the United States are buying approximately 60 percent of the manufacture of motor trucks of two-ton and under capacities.

OIL IN GROOVES

If the oil groves in the bushings become clogged the oil will not be able to reach the surfaces which need it. The use of an excess quantity sometimes serves to produce this condition.

Are Your Brakes Adjusted?

Better Be Safe Than Sorry

Brakes are the only safety device on the motor car and when it is considered that faulty or improperly adjusted brakes can be quickly corrected and made to function properly, it is ofttimes criminal negligence to allow them to go unattended to.

In case brakes are not working properly, it is very likely that they have become coated with oil or grease, which acts as a lubricant. This condition is dangerous, for it may cause the brakes to slip when applied. At the earliest opportunity the lining and brake drum should be wiped clean with kerosene.

The brake lining may have become worn so that insufficient pressure is brought to bear against the revolving metal drum and the car cannot be stopped quickly. A few adjustments, which any mechanic can make while you wait, will often compensate for the reduced thickness of the worn lining.

If the lining has become worn beyond the margin of safety, it is best to take no chances, but to have the brakes relined. In the selection of new brake lining the motorist should be guarded by the experience of the leading automotive engineers, who have made numerous analyses and tests of various kinds of broke lining materials. The wise motorist is satisfied not alone in being able to drive a car, but thankful that he can stop it. He values a smooth, short stop no less than he appreciates a quick, easy getaway. Watch your brakes—enjoy great comfort and safety.

And while brakes are vital in the safe operation of a car, they should not be used any more than necessary. The best way to avoid brake troubles is to use the motor as much as possible as a brake on the hills. If you are going down a steep hill put the car in second and let the motor hold it back. If the hill is very steep, get into low and slide down. You who have never tried this do not realize what power there is in the motor to hold the car back. It is safer and greatly prolongs the life of your brakes.

"After you get used to it is just as easy to slip into second or low gear and let the car slide, with the compression holding it back, as to hold your foot on the brakes until you are tired out and the muscles of the leg ache," points out Messrs. Schlebhm and Diamond of Central Garage co.

Castile Soap For Cleaning The Body

The body of he car should be cleaned with castile soap and water. Mud should not be rubbed off, but rather should be washed off by flowing a gentle stream of water over the spot. This floats the mud off without injury to the polished surface. If mud is permitted to remain on a new body until it dries hard it almost always leaves a spot; consequently, removal should be immediate. If spots of road oil get on the body they should be removed by an application of salt butter, which loosens the oil, or by local application of kerosene. Be careful not to rub them too much. The top should not be cleaned with gasoline or similar liquids. Soap suds and water should be used inside and out. For the upholstery a little linseed oil on a piece of cloth rubbed over it will worrk wonders.

MOTOR MAKING GREAT INDUSTRY

Figures On Ford Plant Show Great Scope Of Business

Ask the average layman, or even the schoolboy, what a Ford car is, and immediately he believes that you have some new joke that you are going to spring on him. One reason for this is that the Fords are in such common use that it really is somewhat ridiculous to ask the question.

You attend the show, and the play does not seem complete unless you hear a new Ford joke. With all the jokes, stories, etc., circulated, you know that when you need an authomobile, truck or tractor and walk into an authorized Ford dealer's place of business and spend the small amount of money they ask for a Ford, you are not buying a "joke," but are really buying service.

The original model "T" Ford, worked out in the brain of one of the greatest mechanical geniuses the world has known, Henry Ford, and offered to the American public in 1909, was nothing more than offering that same public service. To date more than four million Fords have been produced, and it can be safely said that 3,500,000 are still in service.

August 1, 1919, the Ford Motor Company home office at Detroit, Michigan, set as their goal for the fiscal year a production schedule that would total 1,000,000 cars for the year. Think of that! Almost 100,000 cars per month. Taking twenty-six average working days per month, that would mean nearly 4,000 cars per day. The latter has been done, and frequently. When July 31, 1920, arrived and the final count was made it showed a grand total of 960,000 Fords produced in one single business year by the Ford Motor Company in the United States of America alone. This count does not include Fords produced at the Ford Motor Company factories in foreign countries.

The automobile industry is the third largest industry in the world. The above facts and figures are those of one manufacturer in that great industry. Taking the production of the Ford Motor Company for the one year, 960,000 cars, and give a little thought to the vast army of men, as well as quite a few women, it took to produce the volume, not everlooking outside industries that produce or gather basic materials from which the finished automobile or parts are made, this would lead to the mines, as well as the far-off rubber plantations. Over three million tires were necessary to complete this production alone.

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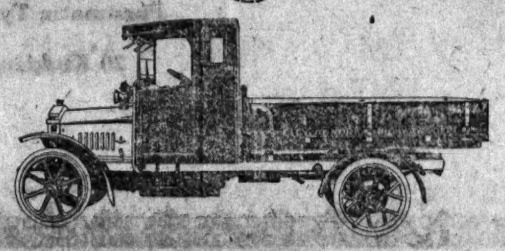

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THE Vulcan 30-cwt. chassis is repeating overseas the important success it quickly achieved in Britain. The secret of its efficiency in every kind of service is its simple but skilful design and the first-class quality of the materials and workmanship used in its construction. It is designed and built to work hard, travel quickly, and run cheaply.

We can give immediate deliveries to meet all overseas requirements.

SPECIFICATION includes:—Engine—Four-cylinder monobloc, 90 x 130 mm. Gear box—Four speeds and reverse. Central gate change. Brakes—Foot brake acting on drum at rear of gear box. Hand brake, internal expanding on rear wheels. Steering—Four-life worm wheel and worm. Rear Axle—Full floating type with worm drive. Control—Foot Pedal and steering wheel lever. Wheels and Tyres—Cast steel wheels, fitted with 860 by 90 solid rubber tyres (720 fitting), singles to the front and twins to the rear.

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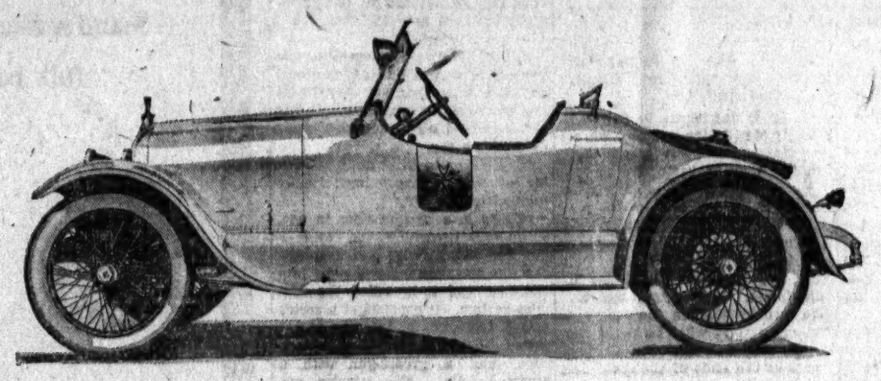

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MOTOR: 4-cylinder—*en bloc*—detachable head. Bore 3⅜ in. Stroke 5½ in. Displacement 197 cu. in. S. A. E. Rating 18.23 h. p.—actual 45 h. p.

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AXLES: I-beam front with inverted Le Moine type steering: 14" Brake Drum.

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DRIVE: Hotchkiss type. Propellor shaft equipped with two Thermoid disc universal joints.

CLUTCH: Borg & Beck dry plate.

CONTROL: Left-hand drive, center control—three speeds, selective transmission.

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CARBURETOR: Zenith.

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"Boost for good roads in China"

Electricity Is Greatest Motive Power, Says Blair

There are many existing conditions in the automobile industry which puzzle men of broad business experience and understanding. Everywhere, even to the humblest home, the economy, comfort and practical worth of the use of electricity is daily being demonstrated and acknowledged.

"These are days of maximum utility and service; of intensive values, said Mr. F. P. Blan of Anderson, Meyer and Co., Ltd., local distributors for the Milburn Light Electric." The highest percentage of efficiency in all things is being striven for and rationally advocated. The exigences of the times demand that the most must be accomplished with the minimum amount of wasted material, effort or expence."

STARTER GREAT STEP

When it comes to the use of the automobile, however, although a great step forward was made by the adoption of the electric starter, the general automobile riding and driving public are still only skimming the surface of the greatest motive power of the age.

Certain cities, perhaps, notably Chicago, Cleveland and St. Louis are not so backward as others and have to a slightly greater degree, adopted as their means of transportation, the simple, dependable and economical electric automobile. Although very few presidents, high officials and executives are without an electric car, the public generally accept the more troublesome gas car, to move themselves about town when an electric would with much less annoyance and much less strain better serve their needs.

For some unexplainable reason the electric automobile is looked upon with indifference by the majority of those who transport themselves about yet it never occurs to these people that here where we have the finest streets of any city in the world, a city that is practically flat, well paved, where electric power is cheaper than in any other city of its size—the electric car would serve their transportation needs better in every respect.

But just as sure as the modern woman has driven the drudgery of housekeeping out of the back door by bringing electrical appliances into her home, so sure is the electric car to gain recognition of the progressive business man and busy woman of today, as the ideal automobile for town and suburban use."

Motorist's Mail Box

Q.—1—How often do universal joints need repacking? 2. What kind of lubricant should be used? 3. If there is a bucking when the car moves slowly is it caused by wear in the universals?

A. 1—Twice a year. 2. Grease or graphite or a mixture of the two. 3. Usually by misfiring of the engine. Joints rarely give trouble.

Q.—What is meant by piston displacement and has it anything to do with power? I see the Indianapolis racers had 183 inches displacement. What is the formula for figuring that?

A.—Displacement is the volume displaced by the pistons and is calculated by the pistons and is calculated by means of the formula DxDx. 7854xNxS, where D is the bore and S the stroke and N the number of cylinders. Thus a 3x5 four-cylinder engine would have a displacement of 3x3x 7854x4x5, or 141.37 cubic inches.

Q.—My Ford overheats a lot and I can't find out the cause. Will carbon cause? The water system seems all right.

A.—Carbon will cause overheating. Other causes are: Too early spark, bad mixture, valve out of time, racing engine running with retarded spark, too little oil, fan belt slipping, radiator clogged, hose connection obstructed, drag on the engine, overworking engine, running in first speed too long.

Q.—What is the most popular type of universal joint on the market? My present car is fitted with joints and I cannot tell the maker's name. Can any make be installed?

A.—The Spicer joint is our standard type. It is used on practically 130 makes of vehicles. You will have to give me the name and model of your car before I can give you replacement data.

Q.—Is it dangerous to run with a lot of play in the steering wheel? Is something liable to break? How can this play be removed?

A.—Sometimes this is dangerous, depending on the cause of the play and the extent of it. Usually wear in the gears in the steering-gear case is the primary cause. This wear can be compensated for by adjustment. Name your car and give model. Play in the drag link and cross rod will be multiplied at the wheel. There are adjustments at the ends of the drak link and tire rod.

Q.—I have an Auto-Meter on a Haynes and I want to know if the gears are the right size. The front wheel sprocket has sixty-six teeth and the gear on the shaft has sixteen teeth.

A.—The maker says you need a thirty-tooth pinion and not a sixteen.

Q.—I have a Franklin and when I removed rear hub caps I noticed that they were not packed with grease like the front ones. It is a 1915 model. Do those have to be packed with grease?

A.—No.

Q.—Is there any definite gradient limiting the ability of the motor truck to handle trailers economically? What proportion of its rated load will the truck pull on trailers?

A.—There is no definite grade; trucks perform differently. We may say 10 percent is about the maximum grade up which a truck will pull trailers. It is usually held that a truck will pull four times as much as it will carry. A two ton truck should pull eight tons on trailers, but this will depend, obviously, on the grades condition of the roads and on other factors.

Q.—What is the best time to make overhauls? What intervals are generally used, six-month periods or yearly?

A.—Truck owners differ in this matter. Some have a thorough overhaul once a year. Others have a careful monthly inspection and attention to whatever is needed. This latter method certainly has much to recommend it.

Q.—Will you kindly give the truck production for America in 1914, 1918 and 1919.

A.—The production in 1914 was 25,375; 1918, 227,250, and 1919, 316,261.

LUBRICATION IS FIRST CONCERN

"The first thing that any machanic looks for, when a car goes into the shop, is whether that car has been properly lubricated or not," says a local repair man. "If, on removing the crank case, he finds a lot of sediment and dirty oil, he at once looks at the bearings of the motor, and ten chances to one he will find that they need looking after.

"Lubrication has been the bane of motorists' lives for so long that they look with skepticism on the whole problem and nine out of ten will vote it incurable. Oil cups have been tried, and oil systems with wicks, but something always happens that causes the oil to stop in flight and not get to the place where it is needed.

"There is a new automobile now being produced in limited numbers, and at a price that will keep it in the hands of the wealthy, that has a forced feed oil system for every part of the car.

That shows to what ends the motor car builders are going to make lubrication certain.

"There is a system now in use, as factory equipment on over a hundred cars, trucks and tractors, that is attracting world-wide prominence, and it is called the Alemite system. It consists of a series of nipples, screwed into the places formerly occupied by grease and oil cups, and a grease-gun with a screw handle. The nipples are short and equipped with a spring ball in the end, with two prongs on the outside. The grease-gun nozzle has a movable head which fits over these flanges on the nipple and makes a tight joint. As the screw piston of the grease-gun is turned, hard grease is forced into the joints and makes the bearing run in a bath of lubricant at all times. The grease is forced in under 500 pounds pressure, and all the old grease is forced out, thus keeping the bearing or joint supplied with clean grease at all times."

BUYS MORE PLATES

The Michigan State highway department recently ordered an additional 25,000 sets of license plates, which make the total so far ordered this year 425,000, an increase of 100,000 over 1919.

OLDSMOBILE AXLE PLANT COMPLETED

Maximum Production Not Reached But Steady Progress In That Direction Making

Completed in a remarkably short time, the new Oldsmobile axle plant at Lansing, Michigan, is now in operation, although it has not yet reached its maximum of production.

In both construction and equipment the new factory is said to be the last word in manufacturing modernity and efficiency. The building itself is of the approved saw-tooth roof type and constructed throughout of fireproof materials. Every foot of the building's 105,000 square feet of actual working space will operate at maximum efficiency, for the installation of equipment provides for building axles on the progressive line-up system. For the benefit of the layman, this last means that from the time the raw materials leave the receiving-room at one end of the factory until the finished axles reach the shipping department at the other end of the plant, the work progresses in as nearly a straight line as possible. This system not only makes for economy, but is a big aid to absolute standardisation of the product.

"Practically every machine in use is what is known as single-purpose machinery," say Oldsmobile distributors. "Each machine is used for one definite purpose and no other; thus the waste of time usually encountered in changing from one piece of work to another is eliminated."

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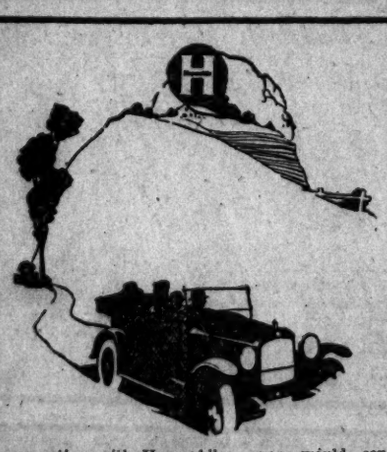

A conversation with Hupmobile owners would convince you that the car does stand up remarkably well. That is the reputation it has everywhere. It has gained that reputation because it is strongly built.

IMPORTANT FEATURES

Extra strong, rigid frame.
Two carburettor adjustments.
Pressure oil system feeding oil direct to bearings.
Soft operating clutch with adjustable pedal.
Extra long change speed lever with short, easy throw.
Extra long, semi-elliptic springs; chrome vanadium leaves.
Semi-irreversible steering gear; strong construction.
Detachable engine head; easy to grind valves or remove carbon.
Extreme roominess of tonneau and driving compartment.
Completeness and quality of equipment.

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YOU MAY LOSE EVERY CENT YOU HAVE IN THE WORLD

Even the most careful motorists are likely to have accidents.

Unless you are protected by insurance, you may lose all that you possess through a damage suit following an accident.

In the United States one person is killed every thirty-five minutes by an automobile or truck. The National Safety Council, in session at Atlantic City, N. J., says in its report, based on figures for the current year, that THREE TIMES AS MANY PEOPLE ARE BEING KILLED BY MOTOR CARS AS IN ALL THE FACTORIES, MINES, RAILROADS AND OTHER INDUSTRIES OF THE COUNTRY.

Drive Carefully. Take every precaution to avoid mishaps!

Protect yourself f.om financial disaster by automobile insurance.

You cannot do better than take out an XS Policy.

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China Press Sports

CONDUCTED BY DUDLEY BURROWS

SHANGHAI, SUNDAY, OCTOBER 31, 1920

SPLENDID SPORTS MEET STAGED BY THE POLICE; FAMINE FUND BENEFITS

Athletes Perform In Fine Shape Before Gathering Which Contributes $2,000 To Charity—A. M. Gutierrez And C. D. Giauque Are Stars Of The Day

By Dudley Burrows

Thrills, humor and general excitement pervaded the atmosphere in the neighborhood of the Public Recreation Ground at the Race Course yesterday afternoon, on the occasion of the annual Police Sports program, which attracted a large assemblage of "fans" to the enclosure and netted a handsome sum for the North China Famine Relief Fund.

It was as picturesque a scene as one could hope for, even in this polyglot metropolis, where picturesqueness commonly sells below par.

From the moment that Detective Sergeant (and also Honorary Secretary) James A. Quayle stepped to the mark in mid-field and hurled the festive cricket ball 101 yards, for a win in the opening event of the afternoon, until the echoes of "three cheers and a tiger" for Mrs. A. Brooke-Smith, who graciously presented the prizes to the winners, there was not a dull moment.

Furthermore, thanks to the tireless efforts of the aforesaid "Jimmy" Quayle and his fellow Honorary Secretary, F. E. Treacher, the big program moved from end to end without a hitch, and with only one or two slight accidents to participants, from which it is hoped and expected they will soon recover.

The day began fairly well, but was slightly overcast by the time set for the opening of the program, and continued that way most of the afternoon. Nevertheless, so diverting and full of "pepper" were the various events on the card that the big gathering of spectators took no heed to the weather overhead, and bent their full attention on the work of the doughty athletes.

GUTIERREZ IS STAR

The bright particular star of the meeting was A. M. Gutierrez, running in the colors of the Portuguese Sporting Association, who annexed the 100-yard Shanghai open championship (and, with it, the first leg on the new challenge cup offered by THE CHINA PRESS), the 120-yard hurdles and finished third to his brother in the 220-yard open handicap.

Gutierrez was in the pink of condition for the day's sport, but unfortunately developed a bad cramp in his left leg, above the knee, just after winning the hurdles event, and was compelled to withdraw from the 220 Championship, which was annexed in clever fashion by G. E. Marshall in 23 4-5 seconds.

AMERICANS IN VAN

The next best performance turned in during the afternoon was that of the former Oberlin (Ohio) college star, and now president of the Shanghai Basketball League, Charles D. Giauque—a whale of a chap—who took second to Quayle in the cricket-ball throw and then won the 16-pound shot-put with a "chuck" of 38 feet, ten inches.

V. A. Sheldon, the other American entered in the meet, had bad luck all afternoon. First he strained a leg-tendon in the broad jump and later his weak right wrist, which has affected his tennis all season, gave way on him in the shot-put and he had to retire, contenting himself with second place to Giauque on a toss of 36 feet, four inches.

The former Leland-Stanford and Olympic Club (San Francisco) athlete then essayed the 120-yard hurdles; but his injured leg rebelled at the first barrier and he went down for keeps. It is not believed that he is seriously injured.

PICTURESQUE EVENT

Perhaps the most picturesque number on the program was the exhibition of tent-pegging and lemon-slicing given by a number of mounted Sikhs and British members of the Traffic Police. This event was eventually won by Captain C. E. Beale, chief of the mounted police, with J. M. Watson second and Trooper 542 a close third.

Watson and Trooper 542 had to ride off the place, which the white man eventually took by the narrow margin of half a point—or, to be more precise, half a lemon.

C. Reneman, after taking second place in the 220-yard Championship and winning the 880 Championship by a wide margin from F. A. Remedios, thus depriving the latter of permanent possession of the Exchange Brokers' cup, was badly knocked about in the 440 open for the Bradish Cup and was compelled to quit at the second turn.

KIDDIES ENJOYED IT

The youngsters provided a vast deal of entertainment. Particularly was this true in the case of Master A. C. Moore, five-year-old son of Sergeant Moore,

(Continued on Page 2)

See The Cup? Echo Says "Nix"!

Above is something supposed to be a photograph of A. M. Gutierrez, winner of THE CHINA PRESS Cup at yesterday's police meet, and Hon. Sec'y. J. M. Quayle—but you'd never think it.

Anyhow, Mr. Gutierrez has the cup under his arm and no one can get it away from him for a year—and "Jimmy" Quayle really did work hard; but the engraver fell down!

GREAT CROWD TURNS OUT FOR M. S. C. SMOKER

After the sports were all over, the Municipal Service Club held a most enjoyable smoking concert at their very fine premises in Peking Road. The concert hall was full to capacity. Soon after nine o'clock, the pleasure seekers were called to order by Mr. A. J. Stewart, who took the chair.

Mr. Syd. Webb gave the right snap to the items with a spirited manipulation of the piano keys. Mr. E. R. Morrison dispensed any amount of pleasure with his nice baritone voice, and later on in the evening he was just as successful in a couple of clever songs, well delivered at the piano. Mr. Ling is a comedian of the vigorous type. He hit the house right in the nose, and his song caught on in fine style. Bert Stormes as usual was on the top of his form. He gave a number of humorous items which were tremendously popular.

A Chinese filled in one of the places on the program, and his imitations were as clever as they were enjoyed. Quite one of the hits of the evening was naturally the songs, stories, and violin stunts by the Silas Brothers. They were splendid, and well deserved the compliment paid them by Mr. C. Godfrey, the president of the club, who by this time had arrived and filled the chair vacated by Mr. Stewart. Messrs. Liddell, the secretary of the council, and Mr. Basustow of the Finance Department were also present. Frank George was in great form and kept a full house in roars of laughter.

So successful was last night's smoker, that it was the universal wish that during the winter the Municipal Service Club should give many more of these enjoyable affairs.

SPORT AND STAGE

BY DOMINO

PLAY UP! AND PLAY THE GAME!

There's a breathless hush in the Close tonight
Ten to make and the match to win
A bumping pitch and a blinding light,
And an hour to play and the last man in.
And its not for the sake of a ribboned coat,
Or the selfish hope of a season's fame,
But his Captain's hand on his shoulder smote
"Play up! Play up! and play the game!"

* * *

The sand of the desert is sodden red,
Red with the wreck of a square that broke;
The Gatling's jammed and the Colonel dead,
And the regiment blind with dust and smoke.
The river of death has brimmed his banks,
And England's far, and Honor a name,
But the voice of a schoolboy rallies the ranks:
"Play up! Play up! and play the game!"

* * *

This is the word that year by year,
While in her place the School is set,
Every one of her sons must hear,
And none that hears it dare forget,
This they all with a joyful mind
Bear through life like a torch in flame,
And falling fling to the host behind
"Play up! Play up! and play the game.!"

HENRY NEWBOLT.

* * *

THE BANDMAN COMPANY

The Bandman Company has finished its season at the Lyceum Theater for a while, and will invade Tientsin and Peking. The players are pretty sure to get a hearty welcome at both places. It is a long time since we had a Bandman Company here, and the fact that both plays and players were above the average made them still more welcome.

The players are a good deal better in light comedy than in heavy stuff. "The Yellow Ticket" called for some strong work and the portrayals of Phil Carlton, Miss Barraclough and Mr. O. Twiss were all sincere. "Caesar's Wife" is a play that could very easily be dropped out of the repertoire. The comedy calls for fine playing to make up for the lack of situations. This piece was undoubtedly the least successful of all the plays presented. "Lord Richard In The Pantry," "Nothing But The Truth" and "The Naughty Wife" were all well played and will bear repeats when the company returns from the North "Romance" will probably be one of the biggest of the new productions when the players again settle at the Lyceum in December.

* * *

THE BELLE OF NEW YORK

Hard work at rehearsals; the experience of Mr. Em. Lemiere and Mr. Jack Raynes; and the co-operation of a big and enthusiastic cast is carrying "The Belle Of New York" to her destination, the Lyceum Theater, somewhere about the Fifteenth of November. With players like Mrs. O'Hara, Mrs. Isenman, Mrs. Wingrove, Mrs. Spunt, Mr. D. J. Donne, Mr. Glemby, Mr. M. Silas, and Mr. Cannan all in form, the piece should keep the playgoer highly entertained for many nights. The best of good luck to "The Belle" and all her friends.

* * *

MY OLD DUTCH

We've been together now for forty years,
And it don't seem a day too much,
There ain't a lady living in the land
That I'd swap for my dear old Dutch.

* * *

So sang Albert Chevalier, so many years ago that another generation has grown up, since the song first won fame on the Musical Hall stage. Good things don't die, and today at the Lyceum Theater, London, a remarkable play has been written around the song, and it is calling all the Town to see and hear. Albert Chevalier is in the cast, and from what one hears it is his personality that has most to do with the wonderful success of "My Old Dutch."

Here is a line or two about the play which has been sent to me from "Fragments" and written by a player who is well known to many of us.

"My Old Dutch" is a play in a thousand. In subject it unfolds the simplest type of romantic drama, the parents who sacrifice wealth in order to make an only son a gentleman—but the story is told with infinite charm and acted with such brilliance by Albert Chevalier and Alice Bowes—the humble husband and wife who grow old in poverty together—that the play irresistibly appeals to everyone.

The feature of the play is the appearance of Albert Chevalier in a character, which in cameo has been familiar to the music halls for many years, so much so that Chevalier, in the minds of younger playgoers, is regarded almost entirely as a music hall act. But as a matter of fact Chevalier is not merely a coster impersonator, neither has his career been confind to the Halls.

It may surprise many to know that he acted in the theaters for fourteen years before he ever thought of descending upon the music halls as a singer of character songs, and even since his first entry into music hall life the theater has occupied by far the greater portion of his time, both in England and America.

As an actor he has been branded at least four times. First of all he made a success of an Irish part, and for years afterwards, whenever an Irish part had to be played, and the manager said "Now who shall we get to play this?" the reply was invariably "Chevalier."

As soon as he got out of the rut he became known as a player of broken-English parts. This was followed by a spell in which the public saw him as nothing but a crusty old gentleman. Whenever any objectionable, ill-tempered character was introduced into a play Chevalier was the man to do it.

And still, later on, he has been identified with the song, and now the play, "My Old Dutch." It is interesting to record that this song has been a popular favorite for over twenty-five years, and the play which was done in the provinces before it was brought to the Lyceum, has been received with equal favor, and so much so, that he has had a play written round another of his songs "The Fallen Star," and this he hopes to present immediately after "My Old Dutch."

* * *

JUST A STORY

A young American journalist went to Paris for a "story" and sent back to Chicago an enormous bill for expenses. His managing editor cabled to him: "Why is your expense account the biggest of any correspondent in Europe?" The blythe young man cabled back with true Yankee wit—"I'll bite. Why."

* * *

DRAMATIC CRITICISM

It is hard for a critic to be popular. If the player is bad, and the truth is told, he, or she, insists that you cannot recognise talent when you see it. If the player is good and you pat for all you're worth, the rest of the company raise their eyes and wonder why the puff. The old adage says "It is impossible to love and to be wise" and also is it impossible to criticise and be popular.

Actors and actresses are hair-trigger sensitive, as are all people who live by public favor; even the great Lessing, in the eighteenth century, was forced to abandon criticisms of the performers after a few visits from irate actresses.

As a rule, even adverse comment might be made more helpful than it sometimes is; though there are times and occasions when simple annihilation is the only way.

In a column review of Tree's "Hamlet" some years ago, in the New York Sun, one sentence was devoted to Mrs.—now Lady—Tree. "Mrs. Tree played Ophelia; and she should never do it again." And at one outrageous presentation of a great Continental drama, the Sun critic closed his review by the remark, "The players threaten to repeat the performance tomorrow night."

* * *

A NEAT RETORT

A member of a celebrated theatrical family made his first appearance on the operatic stage. His voice, however, was so bad that the conductor of the orchestra called out to him at rehearsal: "Mr. Kemble, Mr. Kemble, you are murdering the music." "My dear sir," came the retort, "it is

(Continued on Page 3)

CRICKET MANS HAVE GOTTEE PLENTY SAVVY

Glound Coolie Can-Do This Pidgin Allee Same Fallen-Man

"LEC" CLUB MO' BETTER

Clicket Coolie Have Tly, But No Can Do Big; "Lecs" Catch Game

By Sung Foo

B'long one piecee clicket match yesteruay allee same old-time fashion. This Clicket Club coolie play fallen-man fashion, knockee this ball one piecee bat. Other side b'long Lecleation Club coolie. He b'long velly good and my think so this Clicket Club coolie have plenty dlink.

Lecleation Club coolie makee bat first time. Toong-toong him can do seventy-nine. Fee Lang b'long allee same Capun Bailett; he makee 24 chop chop, makee cuttee, makee olive allee same fallen-man.

Chao Lai makee 16 lun, have got two piece four. Other man he b'long no use.

BOWLEE PLENTY GOOD

Bowlee man number one b'long Sz Hai. He have ca.chee slee wickets, all b'long slee lun. This Ah Sung, captain man, he no savee this man ploper fashun. Mow Ling catchee four wickets.

My think so, Clicket Club coolie no can savvy bats. Five piece man all out b'long nine lun. This Kwei Zui b'long number one bowler, tnink so he have makee plenty, plenty, plenty chin-chin joss one night before. Ah Kung, he play velly good, catchee ten lun.

Clicket Club can do only 31 lun, all man must lose face.

Last night after match all man have go chow shop Focchow Loo side. Have catchee plenty good chow, plenty sing-song, plenty samshu, any man b'long dam fool.

Look see numbers:

Shanghai Recreation Club

Lee Sung, b. Zui Pao	2
Hsu Kee, b. Zui Pao	2
Kwei Zui, c. Kung Loong, b. Mow Ling	2
Fee Lang, b. Mow Ling	24
Kwei Ning, b. Mow Ling	9
Chao Lai, b. Sz Hai	16
Shwang King, c. Kaeo Sung, b. Mow Ling	3
Ah Foh, c. Mow Ling, b. Sz Hai	9
Fang Keo, c. Da Hai-loo, b. Sz Hai	2
Lu Hai, b. Zui Pao	0
Luh Foo not out	1
Extras	9
Total	79

Bowling Analysis

	O.	M.	R.	W.
Zui Pao	16	5	33	3
Mow Ling	14	2	34	4
Sz Hai	1.5	–	3	3

Shanghai Cricket Club

King Foo, b. Kwei Zui	6
Kug Loong, b. Kwei Zui	0
Siao Hsi, c. Kwei Hing, b. Kwei Zui	0
Chang Foh, c. Lu Hai, b. Lee Sung	0
Ah Kung, c. Lu Hai, b. Lee Sung	10
Keo Sung, b. Lee Sung	2
Zui Pao, c. Lu Hai b. Kwei Zui	10
Ah Sung, b. Kwei Zui	0
Da Hai-loo, b. Kwei Zui	3
Mow Ling, c. Kwei Zu, b. Lee Sung	0
Sz Hai not out	0
Extras	0
Total	31

Bowling Analysis

	O.	M.	R.	W.
Kwei Zui	8.2	2	20	6
Lee Sung	8	3	11	4

Cath. School Girls Beat French School In Basketball Tilt

The Cathedral School girls' basketball team defeated the French Municipal School girls at the French School grounds yesterday afternoon, in a close game by a score of 10-6, Miss Florence Craddock scoring all the points for the winners.

For the French School team Miss Marie Mendel shot two goals and Miss Maura Chieri netted one.

The summary:

Cathedral—Florence Craddock, lf; Gwennie Schroder, rf; Dorine Holgate, c; Leslie King, c; Florrie Tipnin, lg; Iris Boyd, rg.

F.M.S.—Maura Chieri, lf; Marie Mendel, rb; Marjorie Serebriannikoff, c; Jean Taylor, c; Irenie White, lg; Matilda Chieri, rg.

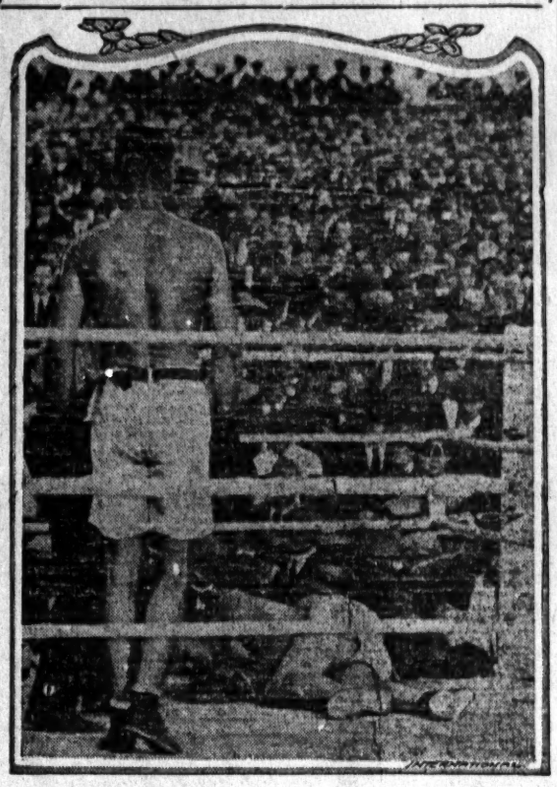
Referee—Miss Arra Woods.

Umpire—Miss Lachlan.

Time—two serious of 7½ minutes.

Goals from field—Miss Craddock, 5; Miss Mendel, 2; Miss Maura Chieri, 1.

Look Out, Carpentier! Here's How He Does It!



This photograph shows the finish of the Dempsey-Miske championship battle at Benton Harbor, Mich. Billy Miske, the challenger, is shown "dead to the world" on the mat, while Dempsey stands ready to put over a "finisher"—but it was not necessary, as he had delivered the final blow. The knockout occurred in the third round.

Great Crowd Witnesses Opening Of Big Chin Woo Athletic Program Here

Bright Prospects Ahead For Organisation, Says Speaker—Plenty Of Funds Available For Great Development Of Physical Culture In China

About 10,000 guests thronged the huge play ground of the Chin Woo Athletic Association, Ba'kal Road, and witnessed yesterday one of the most spectacular exhibitions of gymnastics, boxing, and fencing yet staged in Shanghai. There were programs of music, both vocal and instrumental, debates and dancing.

Three large platforms were erected and decorated in three different colors, red, yellow and blue, the colors of the association. The programs presented from the various platforms went off without a hitch and there was not a dull moment through out the three hours entertainment.

The opening ceremony took place on the red platform punctually at 2.21 o'clock in the afternoon. The association military band then played a selection, followed by singing by girls of the Chung Teh Girls School. Opening address was then delivered by the President of the Association Mr. H. C. Yuen and prizes for excellence of work were given.

MR. YUAN'S ADDRESS

Mr. Yuen said in substance:

"Today is the first day for the celebration of our tenth anniversary of this Chin Woo Athletic Association. It gives me much pleasure in having such a big audience with us.

"Our object is to promote the interest and emphasise the importance of physical culture to the people of China.

"We used to have an exhibition every year. Most of you may understand well our object and so it is not necessary for me to relate about this in detail.

"But, one thing that I must and am glad to announce is the opening of this Chin Woo Recreation Park. It has been founded with the big sum of $20,000, contributed by a certain gentleman, who does not want to expose his name. That he had studied our activities for a long time, before he made us this handsome donation is sure; and his reason is nothing but that he has realised our activities have much to do with the future of China.

"In conclusion I wish to express the thought that your cooperation is welcome and appreciated."

A BEAUTIFUL DANCE

The Cadet Corps of the association began at 3 o'clock with a military review.

Then the Ai Kuo Girls' School students gave a beautiful dance. The girls department of the association then produced a playlet entitled "Your image."

At 4:11 o'clock a lengthy program of boxing, fencing and gymnastics of the Chin Woo school was produced.

From the blue platform, an equally attractive program was presented. The Labor Progressive Society furnished the music, while members of the Chin Woo and of its branch Associations performed.

On the yellow platform interpretive readings, feminine gymnastics, kindergarten gymnastics, violin solos and vocal solos, and Cantonese music were the order of the program.

Today the entertainments will continue throughout the whole day. A special reception will be held at the ground in honor of the delegates to the Conference of Educational Associations of China, now in session in this city.

The association is also launching a membership campaign for 5,000 more members, whose membership fee will be only 50 percent of the ordinary rate.

Today's programs follows:

Platform No. 1 (in the C. W. Recreation Park).

9:00.—Chin Woo Exercises and Fencing (Branch Association Members Team).

11:00.—Chin Woo Exercises and Fencing (Association Members Team.

Platform No. 2 (in the North Tennis Lawn).

9:00.—Chin Woo Exercises and Fencing and Play (Schools Team).

11:00.—"Lion-Show."

Platform No. 3 (in the South Tennis Ground).

9:00.—Cantonese and Shanghai Music.

11:00.—"Lion-Show."

12:00-1:30.—Interval.

Sunday Afternoon, Oct. 31, 1920.

1:30.—Chin Woo Exercises Exhibition and Review (Members, Schools and Ladies' Team).

Platform No. 1 (in the C. W. Recreation Park).

2:00.—Band.

2:05.—Singing.

2:10.—Chin Woo Exercises and Fencing (Ladies Team).

2:30.—Dancing.

2:40.—Application of Chin Woo Exercises to Hand to hand Fighting.

3:00.—Dramatic Play.

3:30.—Dancing.

3:40.—"Muscular Body-Show" and Wrestling.

3:50.—Chin Woo Exercises and Fencing (Members Team).

Platform No. 2 (in the North Tennis Lawn).

2:00.—Dramatic Play.

3:10.—Orchestra Performance.

3:40.—Chin Woo Exercises and Fencing (Branch Association Members Team).

4:00.—Dialogues and Miscellaneous Side-Shows.

Platform No. 3 (in the South Tennis Ground.

2:00.—Cantonese Music.

3:00.—Jokes and Dialogues.

4:00.—Singing.

4:30.—Shanghai Music.

"BILLY" HILL IS "COMEBACK" AT KIANGWAN

Rider Who Broke Three Ribs Month Ago Is Star Of Meeting Yesterday

THRONG OUT; SKIES CLEAR

Winsome And Hasty's Curlew Takes St. Leger; Darting Springs Surprise

By "Tad Val"

"Billy" Hill smashed a couple of ribs a month ago when a pony fell in a race on the course of the Shanghai Race Club, but he "came back"—decidedly—yesterday at the 71st meeting of the International Recreation Club that was held at Kiangwan. There were ten events on the card, the weather was all that anyone would ask for and a big crowd was out to see 'em run.

Briefly, Mr. Hill's achievement yesterday consisted of winning three of six races in which he had mounts and scoring place in two. He finished first in the second, fifth and sixth races, came in second in the ninth, and third in the seventh race. It seems to follow therefore that he has fully recovered from his injury.

WINSOME HASTY'S DAY

Honors yesterday went to the stable of Messrs. Winsome and Hasty with no less than three winners and two ponies that placed in the ten events of the day. Two of the winners—the Eagle in the second race, and the Curlew in the fifth were ridden by Mr. Hill. The third Winsome and Hasty winner was The Heron, which won the eighth race, ridden by Mr. H. E. Arnhold.

Messrs. Winsome and Hasty's calico pony, The Curlew, the Tientsin griffin of 1920 which recently has flashed so prominently upon the Shanghai racing horizon, was the long favorite in the Kiangwan St. Leger, and the backers of the pony were not misled in their hopes, though they found they had to bet even money against a field of seven other good ponies to win. The dividend on the winner ran to only $10.40.

ONE SURPRISE

The St. Leger carried with it a bit of a surprise at that, in Mr. K. D. Soo's Darting, which Mr. Frank Vida rode in spectacular fashion. Mr. Vida drove his mount far into the lead of the pack at the take-off and while murmurs of "He can't hold that lead" were heard on all sides, as the ponies swept past the stands at the beginning of the mile and three-quarters struggle, still the grey Darting held the long lead on through the back stretch and even into the final dash to the judges' stand.

It was in the final stretch that the Curlew with Allied King, another favorite, and Setchfield, pushed forward and began to close the gap. It was here near the finish that the calico pony showed its real mettle, for it pushed well into the lead in the last dash and finished several lengths ahead. The others, however, could not keep the pace and Darting finished well ahead of them.

FORM WAS UPSET

The ninth race was another of the big events of the day with the familiar names of a half-dozen winners of other meetings posted among the entries. The Oriole and Silver Streak, not to mention Old Bill and others, failed to justify expectations of backers; for, in a hard-fought race, Messrs. Potts and Hayim's grey Fighting King, with Mr. W. G. Crokam up, turned the trick with all neatness. The Oriole ran second and Silver Streak got a place.

The one steeplechase on the card, the fourth race, which was over a course of two miles was interesting, but it held no thrills. It was won handily by Mr. Bonar's grey Battle Axe.

Here are the details of the day's racing:

THE SUMMARY

1.—**The Novices Race.**—Value $400. 2nd Pony $150. 3rd Pony $100. For China Ponies. Weight for inches as per scale.—Nine furlongs. lbs.

Mr. Day's grey Shenkoland (Mr. A. N. Dallas) .....163—

Mr. Meguro's ches. Kongo, (Mr. S. F. Yih) ....145—

Mr. San Sing's bay The Greenfinch, (Mr. Z. W. Yu) .....161—

Also ran: Oldsmobile, (Mr. K. H. Chur); Kailan, (Mr. Sweeting); Pilgrim, (Mr. McBain); Siwa, late Sticky Beak, (Mr. Eastwood); The Pioneer, late Specialist, (Mr. Y. Wong); Lightning Raider, (Mr. Harper); Maruna, (Mr. L. F. Soong); Oronoco, (Mr. H. W. Ip); Wist-

ful. (Mr. P. C. Wu); Wild Rose, late Triumphant Star, (Mr. H. M. Hind); Newcastle, (Mr. A. S. Yih); Eastern Star, (Mr. M. K. Wong); Fairylight, (Mr. T. Hulthen).

Won by 2 lengths; 1½ lengths. Time—2:22 1-5.

Pari-mutuel. For win, $6.10, for place, 1st $6.00, 2nd $35.70, 3rd $11.10.

Cash Sweep. 1st 164, 2nd 403, 3rd 315. Unplaced—268, 252, 119, 245, 60, 189, 237, 33, 401, 270, 382, 89 and 109.

2.—The Flying Plate.—Value $400. 2nd Pony $150. 3rd Pony $100. For China Ponies that have started in and never won a race up to and including 5 furlongs and that have not won more than 3 races since December 31, 1919.—Five furlongs.

	lbs.
Messrs. Winsome and Hasty's grey The Eagle, late Guiding Star, (Mr. W. Hill)	165—1
Messrs. B. D. F. Beith and W. W. G. Ross's grey Jock Scott, (Mr. Heard)	155—2
Mr. Henry Morriss's brown Tichfield, (Mr. Morriss)	159—3

Also ran: Black Paper, (Mr. A. S. Yih), Free and Easy, (Mr. Crokam); Midas, (Mr. T. Hultnen); Leich, (Mr. Liddell); Salaro, (Mr. Brumner); Rushton, (Mr. F. I. Soong); Wild Night, (Mr. Sleap); Cadzow's Glen, (Mr. J. C. Bauld); Dusty Miller, (Mr. F. R. Vida); Climax, (Mr. Dalgarno); White Fox, late Sans Merci, (Mr. White).

Won by a neck; ½ length. Time—1:15.

Pari-mutuel. For win, $12.30, for place, 1st $5.80, 2nd $6.00, 3rd $6.70.

Cash Sweep. 1st 389, 2nd 423, 3rd 388. Unplaced—215, 357, 408, 167, 33, 303, 4453, 435, 256, 43 and 418.

3.—The Riversdale Plate.—Value $400. 2nd Pony $150. 3rd Pony $100. For Griffins of 1920 that have not won more than 4 races.—One mile.

	lbs.
Mr. Fash's ches Redskin, (Mr. Dalgliish)	152—1
Mr. Robson's bay The Dandy Bird, (Mr. J. K. Brand)	148—2
Mr. Nugget's ches Father John, (Mr. H. M. Hind)	146—3

Also ran: Ivanhoe, (Mr. T. U. Yih); Mikasa, (Mr. E. Moller); Independence Day, (Mr. K. H. Chun); Besting, (Mr. F. R. Vida); Cuckfield, (Mr. Morriss); Eastward Ho! (Mr. Bremner); Lockfield, (Mr. Sweeting); Full House, (Mr. Crokam); Tryllo II, (Mr. Heard); Ocean Star, late Bradbury, (Mr. W. Hill); Kandy Chief, (Mr. Dalgarno); Granite, (Mr. I. Ezra); Colombo, (Mr. Sleap).

Won by ½ length; A neck. Time—2:05 1-5.

Pari-mutuel. For win, $31.70, for place, 1st $11.90, 2nd $40.80, 3rd $358.10.

Cash Sweep. 1st 324, 2nd 434, 3rd 357. Unplaced—173, 387, 193, 503, 90, 125, 21, 292, 411, 146, 152, 547 and 467.

4.—The Trial Steeplechase.—Value $400. 2nd Pony $150. 3rd Pony $100. For all China Ponies.—About two miles.

	lbs.
Mr. Bonar's grey Battle Axe, late Fanling Chief, (Mr. Sweeting)	150—1
Mr. H. Herlofson's grey Dalgarno)	155—2
Mr. MacBonar's grey Revenge, (Mr. T. Hulthen)	146—3

Also ran: Plain John, (Mr. Johnstone); The Disappointing Bird, (Mr. Eastwood); Chop Dollar, (Mr. Rowe).

Pari-mutuel. For win, $48.20, for place, 1st $7.70, 2nd $5.80, 3rd $9.60.

Cash Sweep. 1st 544, 2nd 302, 3rd 276. Unplaced—217, 549 and 585.

5.—The Kiangwan St. Leger.—Value $1,500. 2nd Pony $400. 3rd Pony $200. Third money will be paid irrespective of the number of starters. For China Ponies that have never been raced previous to January 1, 1920.—One and three-quarter miles.

	lbs.
Messrs. Winsome and Hasty's skew The Curlen, (Mr. W. Hill)	157—1
Mr. K. D. Soo's grey Durting, (Mr. F. Vida)	157—2
Messrs. Toeg and Gubbay's ches Churchile, (Mr. I. Ezra)	157—3

Also ran: Allied King, (Mr. W. G. Crokam); Ancientland, (Mr. A. N. Dallas); Freeland, (Mr. J. Johnstone); Setchfield, (Mr. A. J. Heard) and Exchaquer Bill, (Mr. S. B. M. Bremner).

Won by four lengths, four lengths. Time—3:45 4-5.

Pari-mutuel. For win, $10.40, for place, 1st $7.40, 2nd $10.70, 3rd $25.30.

Cash Sweeps. 1st 525, 2nd 358, 3rd 351. Unplaced—158, 237, 660, 174 and 62.

6.—The Royston Plate.—Value $400. 2nd Pony $150. 3rd Pony $100. For China Ponies.—Three quarter mile.

	lbs.
Messrs. Winsome and Hasty's ches The Hawk (Mr. W. Hill)	162—1
Mr. Henry Morris's' grey Pennyfield, (Mr. A. J. P. Heard)	162—2
Messrs. Toeg and Gubbay's grey Triumph, (Mr. I. Ezra)	159—3

Also ran: Royalist, (Mr. E. Moller), Nespola, (Mr. K. H. Chun), Penvere, (Mr. H. S. Sweeting), Wild Escapade, (Mr. J. A. Hayes), Sideway, (Mr. William Hu), Glassangh, (Mr. Y. Wong), Sandy, (Mr. J. Johnstone), Last Call II, (Mr. W. A. Dalgarno) and Harvestland, (Mr. A. N. Dallar).

Won by one length; many lengths. Time—1:29 2-5.

Pari-mutual. For win $28.60, for place, 1st $7.50, 2nd $6.10, 3rd $8.60.

Cash Sweep. 1st 89, 2nd 396, 3rd 593. Unplaced—269, 172, 26, 437, 469, 238, 287, 225 and 312.

7.—The Saturday Selling Plate.—Value $500. 2nd Pony $150. 3rd Pony $100. For Griffins of 1920.—One mile.

	lbs.
Mr. K. D. Soo's p'bald Florina (Mr. F. Vida)	150—1
Mr. Day's ches Automobile (Mr. H. W. Ip)	140—2
Mr. Haycam's brown Inveravon (Mr. W. Hill)	149—3

Also ran: Islington, (Mr. Z. W. Wu), Independence Day, (Mr. K. H. Chun), Cuckfield, (Mr. H. E. Morris), Inniskilling, (Mr. P. C. Wu), Wild Ireshman, (Mr. J. A. Hayes), Coriolanus, (Mr. S. B. M. Bremner), Aboukir, (Mr. H. M. Hind), Little Nemo, (Mr. A. S. Yih), Luhana, (Mr. McBain), Riposte, (Mr. A. Heard), Longstop, (Mr. A. N. Dallas), and Greyhound, (Mr. N. R. Corke).

Won by one length; one and a half lengths. Time—2:06 3-5.

Pari-mutual: For win, $29, for place; 1st $12.30, 2nd $69.40, 3rd $20.10.

Cash Sweep: 1st 243, 2nd 450, 3rd 293. Unplaced—138, 585, 648, 609, 643, 412, 582, 211, 370, 203, 499 and 345.

8.—The Acorn Stakes.—Value $400. 2nd Pony $150. 3rd Pony $100. For China Ponies that have been started at Kiangwan, since 1st September, 1920.—One mile.

	lbs.
Messrs. Winsome and Hasty's grey The Heron, (Mr. H. E. Arnhold)	168—1
Mr. Blix' brown The Hornbill, (Mr. F. R. Vida)	158—2
Messrs. C. and H.'s piebald Victoria, (Mr. A. V. White)	153—3

Also ran: Oldsmobile, (Mr. K. H. Chun), and Little Nephew, (Mr. L. F. Soong).

Won by length and a half, a head. Time—2:05 4-5.

Pari-mutual: For win, $7.90, for place: 1st $6.30, 2nd $8.40.

Cash Sweep: 1st 153, 2nd 358, 3rd 141. Unplaced—243, and 126.

9. The Wilderness Handicap—Value $500. 2nd Pony $200. 3rd Pony $100. For all China Ponies.—1¼ miles.

	lbs.
Messrs. Potts and Haylm's grey Fighting King, (Mr. W. G. Crokam)	142—1
Messrs. Winsome and Hasty's ches. The Oriole, (Mr. W. Hill)	157—2
Mr. John Johnstone's gray Silver Streak, (Mr. J. Johnstone)	154—3

Also ran: Seabird, (Mr. J. K. Brand); Harnna, (Mr. H. W. Ip); Daintylight, (Mr. A. V. White); Winsome Dahlia, (Mr. H. E. Morriss); Night Hawk, (Mr. J. C. Bauld); Colinton, (Mr. J. A. Hayes); Old Bill, (Mr. Dalgarno); Three of Spades, (Mr. F. R. Vida); The Ameer, (Mr. A. J. Heard); Trustland, (Mr. A. N. Dallas) and Nigger Minstrel, (Mr. R. M. Dagliesh).

Won by three -fourths length; a neck.

Time—2:38 2-5.

Pari-mutuel. For win, $69.80, for place, 1st $12.80, 2nd $6.40, 3rd $8.80.

Cash Sweeps. 1st 27, 2nd 755, 3rd 509. Unplaced—454, 99, 572, 614, 48, 111, 342, 125, 241, 664 and 180.

10.—The Bridge Plate.—Value $400. 2nd Pony $150. 3rd Pony $100. For Griffins of 1920.—1½ miles.

	lbs.
Mr. John Johnstone's white High Tide, (Mr. J. Johnstone)	150—1
Capt. Bahnson's cream Guildbord, (Mr. W. G. Crokam)	153—2
Mr. Henry Morriss' chest Setchfield, (Mr. Morriss)	147—3

Also ran: Mikasa, (Mr. E. Moller); Conqueror Dahlia, (Mr. F. R. Vida); Kandy Chief, (Mr. T. W. Yih); Cape Horn, (Mr. T. Hulthen) and Commonland, (Mr. A. N. Dallas).

Won by a neck, four lengths. Time—3:14 2-5.

Pari-mutuel. For win, $7.80, for place, 1st $6.60, 2nd $9.50, 3rd $9.40.

Cash Sweeps. 1st 723, 2nd 375, 3rd 673. Unplaced—580, 588, 261, 642 and 760.

Splendid Sports Meet Staged By The Police

(Continued from Page 1)

who won the race for children; and Monia Lloyd, who was made Chief Custodian of the Bloodhounds for the afternoon—the "Bloodhounds" in the case consisting of "Micky," the diminutive toy poodle who makes his home at Louza Station.

The football game was a hair-raiser, an extra period being necessary before the St. Xavier five finally succumbed to the "Recs," by a score of two goals to none. The first period resulted in a draw, three to three.

POOR OLD BIKE!

Following the Police meet the Shanghai Harriers staged a mile bicycle race—or what was to have been a race—for which only two entries responded. The sensational Filipino champion S. C. Aldeguer had no difficulty whatsoever in running completely away from S. O. Wilson, the only other entrant.

The Harriers made a great showing throughout the afternoon, taking prizes on the performances of Rose, Drairseldt, Reneman, and Caccia, while genial "Tom" McKenna, trainer of champions, took a place in the Consolation while carrying topweight.

The following are the summaries of the day:

Throwing The Cricket Ball—First, James A. Quayle; second, C. D. Glauque; third, A. Cameron. Distance, 101 yds., 2½ inches.

Sikh's Sack Race—First, S. P. C. 564; second, 'S. P. C. 565; third, S. P. C. 188.

Chinese Relay Race—First, Lonza Station; second, Depot Station.

Sikh's Boot Race—First S. P. C. 188; second, S. P. C. 279; third, S. P. C. 526.

16-Pound Shot Put—First, C. D. Glauque; second, A. V. Sheldon; third, A. Mackintosh. Distance, 38 feet, 10 inches.

Long Jump—First, E. J. Cooke; second, G. M. da Silva; third, A. V. Sheldon. Distance, 19 feet, 6 inches.

16-Pound Hammer—First, J. O'Toole; second, A. Mackintosh; third, T. Foley. Distance, 124 feet, 6 inches.

One Mile Walk (Open Handicap)—First, R. L. Rose, second, T. S. Wade; third, J. Johanson. Time 7:37 4-5.

100-Yards, Open Shanghai Championship, Finals—First, A. M. Gutierrez; second, G. E. Marshall; third, M. Seredkin. Time, 10 3-5.

Medicine Ball Competition—First, Depot Station, (Chinese). Time, 49 3-5.

440-Yards, Schoolboys—First, G. Madar; second, J. Kabelitz; third, E. Petersen. Time: 68 seconds.

120-Yards Hurdles, Finals—First, A. M. Gutierrez; second, G. M. da Silva; third, H. Champney. Time :19 1-5.

220-Yard Dash, Open Handicap, Finals—First, F. M. Gutierrez; second, F. O. Madar; third, A. M. Gutierrez. Time: 24 2-5 seconds.

One Mile Open Handicap—First, G. Drairseldt; second, B. Lawrie-Smith; third, M. J. Cruz. Time, 5 mins., 4 seconds.

Catch-The-Thief-Race—Won by S. P. C. No. 484.

220-Yard Shanghai Championship—First, G. E. Marshall; second, C. E. Reneman; third, M. Seredkin.

Tent-Pegging and Lemon-Cutting—First, C. E. Beale (55 points); second, J. M. Watson (43½ points); third, S. P. C. 542 (43 points).

120-Yards, Police Handicap—First, S. Isaacs; second, James S. Quayle; third, A. Mackintosh. Time, 12 4-5 seconds.

880-Yard Open Shanghai Championship—First, C. Reneman; second, F. A. Remedios. (Only two finished). Time 2:12-1-5.

440-Yards, Police Championship—First, T. J. S. Macdonald; second, E. J. Ling; third, R. N. Norton. Time :60 4-5 seconds.

440-Yards, Open Shanghai Championship—First, S. Caccia; second, F. J. Noodt; third, A. Remedios. Time: 57 4-5 seconds.

100-Yards, Special Handicap—First, T. S. Hyi, (6 yds.); second, G. F. Kahn (scr.); (Two prizes). Time 11 4-5 seconds.

120-Yards, Police Consolation—First, B. H. Munson; second, T. McKenna; third, C. Young. Time 11 3-5 seconds.

One Mile Inter Club Relay—Won by Shanghai Recreation Club. Time 3:52 2-5.

Donkey Race (Police)—First, C. Young; second, W. Hotchkiss; third, W. O. Taylor.

Donkey Race (Boy Scouts)—First, Hendricksen; second, Morton; third, (not recorded).

Children's Race, Police, Post Entries—First, A. C. Moore (aged five); second, J. Fairbairn, Jr.; third, J. Cruickshanks.

Football Match, Five-A-Side—Won by S. R. C. Five in extra-period match vs St. Xavier's Five, 5 goals to 3.

At The Theaters

"Jiggs and the Social Lion," the first in the series of "Bringing Up Father" moving pictures which are to be featured by the Apollo Theater beginning a week from tomorrow will give local theatergoers their first opportunity to see Jiggs, Maggie and Norah, already made popular in China through George McManus' cartoons in The China Press.

"Jiggs and the Social Lion" is not a cartoon. It is a moving picture which features the famous Johnny Ray as "Father," Margaret Fitzroy as "Maggie" and beautiful Laura La Plante as "Norah."

The "Bringing Up Father" pictures were brought to China by Pathe Orient, the local Pathe film exchange.

For the first half of this week the Apollo announces the screening of chapters six and seven, the final parts of Emile Zola's novel "Work." The episodes are called "Evolution of the People" and "Peace in Work." The fifth chapter will be shown this afternoon.

Tonight's program at the Apollo includes Mae Marsh and Tom Moore in "The Cinderella Man," and Snub Pollard in a comedy, "Trotting Through Turkey."

"My Husband's Other Wife," a Blackton production, will feature the Apollo program for the last half of the week.

AT THE OLYMPIC

An all comedy program will be presented at the Olympic this afternoon and tonight. The latest novelty of the screen, "Selsior Dancing Film," will be produced for the first time in Shanghai. "The Summer Girl," a two reel picture, will feature the Sennett beauties, while "Good Night Nurse," one of Fatty Arbuckle's burlesques will complete the bill of laughs.

AT THE VICTORIA

Mary Pickford will be seen at the Victoria in a powerful drama of smiles and tears entitled "The Foundling" tonight as well as at today's matinee. Other attractions of the programs will be "The Battle Royal," one of the best Mack Sennett Paramount comedies, and "The Carter Case."

AT THE NEW HELEN

For the matinee today, the fifth and sixth episodes of "The Midnight Man," the first and second episodes of "The Masked Rider" and "Hit Him Again" will be screened at the New Helen Theater.

The program for this evening will consist of the seventh and eighth episodes of "The Midnight Man," "Vengeance of Durand," a thrilling drama, and "Hit Him Again."

MacLAREN'S

London Tom or Dry GINS

$1.00

At All Dealers

AT LAST! A MESSAGE of MIRTH!

"JIGGS AND THE SOCIAL LION"

FROM THE FAMOUS SERIES BY McMANUS, WORLD KNOWN CARTOONIST.

"BRINGING UP FATHER" WITH

MAGGIE, FATHER and NORAH

THIS IS NOT A CARTOON COMEDY—BUT REAL PEOPLE!

A KNOCKOUT OF FUN!

FOR FOUR NIGHTS ONLY AT THE APOLLO

AT THE APOLLO

A TONIC of JOY! AT LAST!

HAROLD LLOYD THE FUNNIEST MAN OF THE SCREEN.

IN A RIOT OF FUN THAT'LL MAKE YOU HAPPY

"HAUNTED SPOOKS" Bar None, the Greatest Two Reel Comedy Ever Made

AND "BUMPING INTO BROADWAY"

A GENUINE MASTERPIECE OF MIRTH! AN EXTREMELY FUNNY 2 PART COMEDY

"WHERE YOU ONLY SEE THE BEST" Commencing Monday, November 8th

A RIOT OF FUN!

IT'LL WRING TEARS OF MIRTH OUT OF YOU.

McMANUS

ONE OF THE NATION'S BEST LOVED FUN MAKERS.

YOU'LL LAUGH OUT OF YOUR SEATS.

IT'S A CRIME TO LET YOU WORRY.

SO WE WANT TO MAKE YOU LAUGHT.

Presenting

THE PRE-EMINENT FUNNY FEATURE of 400 NEWSPAPERS WITH 12,000,000 READERS, BROUGHT TO LIFE UPON THE SCREEN

The finest, most thrilling adventurous and lovable comedy you have ever seen.

GET YOUR LAUGHTER INSURANCE FROM

LLOYD'S

$100,000.00

TWO REEL COMEDIES

GET

A FULL PORTION OF GOOD HEARTY LAUGHS.

One Touch of Lloyd

MAKES THE WHOLE WORLD

GRIN

SEE HIM IN THIS

ZIPPY JAZZY TYPE OF

$100.000.

NEWEST COMEDY

and

BE MERRY & HAPPY

"Give Father his clay pipe, his slippers and his hod-carrier friends and he's happy. Put him in a dress suit, in society, and he is like a goldfish in a China closet."

BY GOSH, A TEMPEST OF LAUGHTER!

A BUSHEL OF FUN.

MAGGIE, FATHER AND NORAH IN "BRINGING UP FATHER"

MARGARET FITZROY | FAMOUS JOHNNY RAY | BEAUTIFUL LAURA LA PLANTE | A COMIC CONCEPTION THAT IS A FAVORITE WITH OVER 400 NEWSPAPERS HAVING 12,000,000 READERS

DROP IN TO THE APOLLO AND BE HAPPY

Prices Dress Circle: $1.50, Pit and Stalls and $1.00

COMMENCING NOVEMBER 8th

Booking at Robinson's

Revised Football Rules For E.C.I.A.A. Season Announced By Committee

Interscholastic Soccer Players Of Laws—Call Is Sent Out For Available Referees To Be Used By League

To Be Governed By New Set

THE CHINA PRESS takes pleasure today in publishing, for the edification of devotees of intercollegiate football in Shanghai, the new rules which will govern the 1920 season of the East China Intercollegiate Athletic Association teams.

The teams belonging to the Association are those representing Fuhtan University, Government Institute of Technology, Nanking Teachers' College, Hangchow College, Nanking University, Shanghai College, Soochow University and St. John's University.

The officers of the Association are: President, Mr. C. F. Remer, (St. John's); Vice-President, Mr. C. C. Yuan (Fuhtan); Secretary, Mr. E. Kelhofer (Shanghai Coll.); and Treasurer, Mr. C. P. Barkman, (Hangchow). The football committee is composed of Mr. Kelhofer, chairman; Messrs. R. D. Smart and Donald Roberts.

Secretary Kelhofer, in connection with the prospective opening of the Association championship schedule, asks particularly that the various football clubs announce lists of available referees for the season, only capable men being nominated.

The following is a full set of the 1920 rules:

RULES GOVERNING E. C. I. A. A. FOOTBALL CHAMPIONSHIP SERIES FOR 1920 SEASON

1. **Schedule:** (1) Each team of the Association shall draw up its own Schedule. This to be unlimited in number of games.

2. **Championship:** (1) To be a contender for the championship in the Association a team must play at least four other members of the Association, two of which must be from among the following Institutions: Soochow, Government Institute of Technology, and St. John's. (These three Institutions had the strongest teams in the Association last year).

(2) All games to be counted for the championship must be played by January 1, 1921.

(3) If, after the regular playing season ending January 1, 1920, the Committee feels that it has not sufficient data on which to base a decision, it shall specify what further game or games shall be played.

(4) After January 1, or after such time as the Committee has secured the necessary data as provided in paragraph (3) above, the Committee shall decided which team has been awarded the championship.

(5) After such award of the Committee any team shall have the right to challenge such decision. If the Committee believes that such a challenge is justified, it shall arrange a game to settle the question.

(6) For challenge games, the grounds shall be selected by the Committee.

(7) All challenge games and those decided upon by the Committee arising out of paragraph (3) above must be played by January 22, 1921.

(8) Any disputes with regard to arrangements for games effecting the championship must be submitted to the Committee for adjustment.

3. **Officials:** (1) Officials for games shall be arranged by the home team, with the approval of the visiting team, one week before the game if possible.

(2) For games the result of challenge after the award of Championship, officials shall be selected by the Committee.

4. **Rules:** (1) The latest British Soccer Rules as published by Spaulding shall be the official rules for all games. The only exception is the E. C. I. A. A. rule for substitutes (see below).

5.—Important information regarding football taken from by-laws of the revised constitution.

(1) List of Players:

i. Before each contest in all branches of athletics each competing institution shall submit to the opposing Institution a list of the players and substitutes on their respective teams.

ii. These lists are to be accompanied by a statement, signed by the Presidents of the respective Institutions, as to the eligibility of the competitors whose names appear on the lists.

(2) Report of Games:

It shall be the duty of the entertaining Institution to report to the Secretary, on forms provided by the Association, the competitors and results of all games and contests.

(3) Ties and Substitutes:

i. In case of a tie in Football at the end of the regular period of time, an attempt shall be made to play off the tie immediately and extra periods of time of equal length shall be used for this purpose, the goals being changed between them.

ii. In football an unlimited number of substitutes shall be allowed, but under the following conditions.

(a) No player substituted for shall be allowed to return to the game after having been taken out.

(b) No substitution shall be allowed while the ball is in play. The referee must be first notified.

(c) No more than eleven men on each team may be on the field at one time.

(4) Eligibility:

i. All competitors must be amateur athletes. Amateur Definition.

(i) **Positive:** An amateur is one who participates in competitive athletics for pleasure only, and for the physical, mental, moral, and social benefits directly derived therefrom. A professional is one who promotes or participates in athletics for any other purpose.

(ii) **Negative:** An amateur is one who:

(a) Has never entered or competed in any competition for a staked bet, money (public or private), of gate receipts.

(b) Is not engaged in teaching or assisting in the pursuit of an athletic exercise or sport as a means of livelihood.

(c) Has never received any bonus, or payment in lieu of loss of time while playing as a member of any club or organisation, or any consideration whatever, for any service as an athlete, except actual traveling or hotel expenses.

(d) Has never sold or pledged his prizes.

(e) Has never promoted an athletic competition for personal gain.

(f) Has never entered in any competition under a name other than his own.

ii. All competitors must meet the following scholarship requirements:

(i) All competitors must be students taking at least twelve (12) hours of work per week in the institutions which they represent. (All cases of students taking less than twelve hours of work per week shall be brought before the Executive Committee for action).

(ii) No student who has failed in more than one third of the work of a term shall be permitted to represent his school in intercollegiate athletics until he has made up his deficiencies to one third or less. It is understood that all work not definitely passed shall be considered as failed. (All cases of students who have failed due to sickness or other reasonable causes shall be brought before the Executive Committee for special consideration).

(iii) No student shall be eligible to represent an institution in this Association in any branch of sport until he has been a regular student for one full year in that institution.

iii. A student who in any year has represented one of the institutions of this Association in athletics and has been transferred to another institution of the Association, shall be debarred for one full year after his transfer.

iv. No post-graduate student shall be allowed to compete in any intercollegiate contest. A post-graduate student is one who has received his bachelor's degree or the equivalent.

v. No student shall participate in any athletics in this Association longer than six (6) school years or fraction thereof.

Retroactive to May 1914.

(5) Special Rulings:

(i) A student who left his school and registered for a term in another school and then returned to his former school was ruled ineligible for a year under the transfer rule.

(ii) Another student who left his school for a term but did not register in any other school and returned to his old school was ruled eligible under the one year rule.

(iii) In all games between members of the Association only eligible men may be used. (There is no exception when the games are considered "Friendly") But in games with outside teams any bona fide student may be used.

(iv) The "tie rule" in football was ruled to apply to all games between members of the Association.

(v) In a three-game series that team shall be considered the winner which first wins two games.

Football Committee:
R. D. Smart,
Donald Roberts,
E. Kelhofer, Chairman.

St. John's University Tennis Team Has Splendid Season On Courts

Here is the championship team of racketwielders developed at St. John's this season by W. S. A. Pott, himself the Shanghai Singles Champion for 1920. Reading from left to right they are First row: K. L. Woo; M. L. Tsaung; Professor W. S. A. Pott (Coach) Second row: J. B. Young; C. H. Tyau (Captain); Y. Z. Koo (Manager); T. T. Mo; C. T. Mung.

—Photo by Ah Fong

This has been the most successful season in tennis that the St. John's team has ever had. Three matches were played in the intercollegiate tennis championship of the E. C. I. A. A., with the Government Institute of Technology, Shanghai College, and Soochow University.

Five matches were played with each of these opposing teams without the loss of a single match. Indeed in the total of fifteen matches the St. John's players lost only three sets.

As a result of the success of the team this year the Slazenger Cup comes into the permanent possession of St. John's, having been won by them four times in all and three times in succession. It stands now in the trophy room of the University library, where it will without doubt be an incentive to students to keep up the tennis tradition.

The team this season, of which Mr. Koo Yoong Zien is manager, is made up of Tyau Chung Hwe, Captain, Jacob B. Young, Mung Chung Tsung, Tsung Meu Ling, Mo Tuh Ta, and Woo Kya Lieu.

Much of the success of the team is due to the fact that it had the services of Professor W. S. A. Pott, the Shanghai Champion, as coach.

Certain it is that a distinct advance has been made in the quality of tennis displayed by the team this year, over the intercollegiate tennis of past years.

Next year's team has a high standard set for it to follow.

Shanghai Races—Autumn Training

Saturday, October 30.

Pony	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Liability	boy	42	1.21.1	1.58.3	2.33.1	3.06	..	..	..	32.4
Sub 73	boy	37	1.17	1.53	2.27.3	3.01.3	..	..	..	34
Comedy King	boy	36	1.13.2	1.47	2.21.1	2.54	..	..	..	*32.4
Wellington	AJPH	39	1.17.2	—	2.33	3.09	..	..	..	36
Kings Cross	boy	37	1.15	1.50	2.28	3.03.3	3.36	4.08.3	..	32.3
Mighty King	WGC	37	1.15.4	1.51.1	2.25.1	2.56.4	..	..	..	*31.3
Waterlight	boy	37.2	1.13.2	1.47.3	2.22.1	2.54	..	..	..	31.4
Rouble	SAS	39.4	1.17.4	1.52	2.24.2	(last mile of 1¼)			..	*32.2
Inveravon	boy	38	1.17	1.49	2.22	..	..	..	..	*33
Jet	boy	38	1.16	1.50	2.20.3	..	..	..	..	30.3
Wilson	boy	33.4	1.09.4	1.43.3	2.16	2.49.3	..	..	..	*33.3
Wild Cat	NLS	39.2	1.07	1.53	2.27	3.14	3.51	4.24	..	33
Mountain King	WGC	41	1.20.1	1.56.1	2.30.3	3.02.1	..	..	..	*31.3
Bach: Gay	JPBE	37.1	1.13	1.46.3			..	..	..	*33.3
Belted Will	EM	35.4	1.10.1	1.43.1	2.17.2	2.52.3	..	..	..	35.1
Scesaplana	boy	40	1.18.3	1.53	2.28	3.01	..	..	..	33
Ross-shire	RMD	37.3	1.13	1.47.3	2.21.3	2.55.3	..	..	..	34
Struma	FV	37.2	1.17.1	1.53.3	2.27.3	2.59.2	..	..	..	*31.4
The Camel	boy						..	..	..	*31.4
Hopeful Thing	boy	37.4	1.14	1.49	2.24	2.58.2	..	..	..	34.2
Tivoli	WGC	41	1.21.1	1.59	2.35	3.10*	..	..	..	35
Bakken	boy					3.08.4	..	..	—	33.4
Shekel	SAS	40.1	1.11.2		2.32	3.05.4	..	..	..	33.4
As Usual	boy	43.4	1.22.2	1.57.4	2.32		..	..	..	34.1
Djemnah	SBMB	35.4	1.09.4	1.42.3	2.16.1	(last mile of 1½, whole time 3.27)				33.3
Sport	JJ		1.09.3	1.43.2			..	..	..	34
Pitch and Toss	boy			1.43.2			..	..	..	34
Tatouillard	RMD	38	1.16	—	2.21.2	(last mile of 1½, whole time 3.38.2)				*30.3
Bantry Bay	boy	37.2	1.14	1.48.3	2.22.3	2.56.3	..	..	..	34
The Dunlin	WH					2.58.3	..	..	..	36
Clydebank	WAD	37	1.12.2	1.46	2.19		..	..	..	*33
Safetylight	EM	37.2	1.12	1.45.3	2.19	2.52.3	..	..	..	33.2
Grey	boy						..	..	..	34.3
Langaza	JKB	37	1.12.2	1.47.3	2.22.4	2.56.3	..	..	..	*33.4
Shanghai D.	FV	38.3	—	1.55.4	2.33.1		..	..	..	37.2
Nyanza	boy	38	1.14.4	1.47.3	2.26.3	3.00.4	..	..	..	34.1
Another Sub	boy						..	..	..	34.1
Airshot	SAS	40.4	1.19.2	1.55	2.30.1	3.05.4	..	..	..	35.3
Golden Orb	boy					3.04.4	..	..	..	34.2
Macgregor Mohr	boy	37.4	1.10	1.42			..	..	..	32
Bruay	WGC			1.48.3			..	..	..	32.3
Sweet William	HMH			1.48.2			..	..	..	33.2
Peckham Rye	boy	38	1.15.1	1.47.4			..	..	..	32.3
Hard Case	EM			1.48			..	..	..	32.4
Edam	WAD	37	1.13	1.45.3			..	..	..	*32.3
Ypres	boy			1.48			..	..	..	*35
Striped Tiger	RMD	38.3	1.23.1	2.02.3		—	3.49.1	..	..	—
Manila Chief	AJPH	37.4	1.14.3	—	2.26.1	2.59.3	..	..	..	33.2
Doiran	boy	37.3	—	1.43.1	2.17.3	last mile of 1¼ whole time 2.55				34.2
Rydand	JKB			1.40.4	2.12.3		..	..	..	*31.4
Wild Plunge	WH	31.2	1.04	1.38			..	..	..	34
Redwing	JCB			1.46	2.18		..	..	..	32
Bach: Tax	JJ	3.63	1.15	1.51.1	2.26.4	2.59.4	..	..	..	33
Quebec	WGC			1.47	2.21		..	..	..	34
Canasson	boy	36.3	1.08	1.40.1			..	..	..	32.1
The Farmer	HS					3.00.1	3.34	..	..	*32.4
Oui Oui	JJ	36	1.09	1.42.1			..	..	..	33.1
Bir Saba	boy						..	..	..	33.1
Plaything	boy			1.40	2.11		..	..	..	*31
Same Old Thing	boy			1.51	2.25		..	..	..	34
Henry	boy			1.44	2.18		..	..	..	*34
Hayley	boy				2.29	3.02	..	..	..	33
One of Them	boy		1.13	1.47			..	..	..	34
Clickety Click	boy		1.13	1.47.3			..	..	..	34.3
Holdzeli	boy			1.47.3	2.21		..	..	..	33.2
Delapan	boy		1.12	1.46			..	..	..	34

*On the inside course.

'THE CURLEW' IS FAVORITE FOR BIG RACE

Messrs. Winsome and Hasty's stable was the favorite for the Shanghai Champions last night at at the Shanghai Race Club lotteries. The other favorites were John Peel's stable, Henry Morriss' stable and the Campox stable.

The Curlew is figured to take the Shanghai St. Leger if the Race Club lotteries are a criterion. The pony's stock was boosted by its remarkable performance at Kiangwan yesterday.

The lotteries last night were well patronised, the result being very large prizes. The following table gives the favorites:

THE SHANGHAI CHAMPIONS
1.—Winsome and Hasty Stable.
2.—John Peel Stable.
3.—Henry Morriss Stable.
4.—Campox Stable.

BRITISH NAVY CUP
1.—Sparke and Tibbey Stable.
2.—J. H. Liddell Stable.
3.—Robson and Jordon Stable.
4.—Mrs. E. H. McMichael Stable.

THE SHANGHAI ST. LEGER
1.—The Curlew.
2.—Hongkong Chief.
3.—King's Cross.
4.—Allied King.

BIG CUBAN OFFER

(Reuter's Service)

London, October 28.—According to a New York message, the decision to hold the Dempsey-Carpentier fight at Havana was due to a flattering offer from a Cuban syndicate.

The agreement will be signed a week hence, on the arrival at New York of the head of this syndicate.

EVERS GOES TO CUBS

(Reuter's Pacific Service)

Chicago, October 29.—Johnny Evers, "The Little Trojan," succeeded Mitchell as manager of the Chicago National League baseball club.

Sport And Stage

(Continued from Page 1).

better to murder it outright that to keep on beating it as you do."

* * *

CRICKET

Our representatives leave at 4:30 p.m. tomorrow for Hongkong, and in the matches in front of them they will have the cordial good wishes of all Shanghai sportsmen. The team has plenty of fine batting material, and the bowling has been strengthened. Cobb, Wainwright, Clifford, Allison, Leach and Doctor Morris can all find the spot, and it will take a good eleven to take many runs from them. I see that in the last game of the season the Rev. C. E. Spencer was given a trial with the ball and took a couple of wickets for next to nothing. So he will be another bowler if required. Grimshaw is travelling with the team as twelfth man. He has a curious delivery, and can make the ball come in at awkward angles. His flight is very low and therefore puzzling. We may expect to hear good reports of the team. In the meantime we will bid them bon voyage and victory.

* * *

The English Eleven is now in Australia. The "Australian" has an interesting note on the English captain, J. W. H. T. Douglas, who took the team over at the eleventh hour, when Spooner had to abandon the idea of the trip owing to an injured leg. "J. W. H. T. Douglas has been appointed captain of the English team in place of Spooner. It will be remembered that Douglas, on account of Warner's illness, captained the last English team in Australia, and he led the side ably. Great objection was taken to the manner in which he nursed Barnes in the tests, and it is to be hoped that no unpleasantness will arise during the course of the coming visit. The new English captain is an exceedingly hard man to shift when batting. He gives one the impression that he is muscle-bound, so stodgy and uninteresting are his methods. But there is a different tale to tell when Douglas is bowling. There are then no signs of stiffness or inertia. While he is said to have lost a little of the pace that characterised his bowling in pre-war days, Douglas is still a fine bowler. He has great command over his fast-medium deliveries, and no present day bowler can utilise the swerve to better effect. As a matter of fact, our fast wickets suit him better than those of the old country, and it will surprise the writer if Douglas does not prove the most dangerous bowler among the visitors. In captainship pure and simple, apart from other qualities necessary in an ideal leader, he will have nothing to fear."

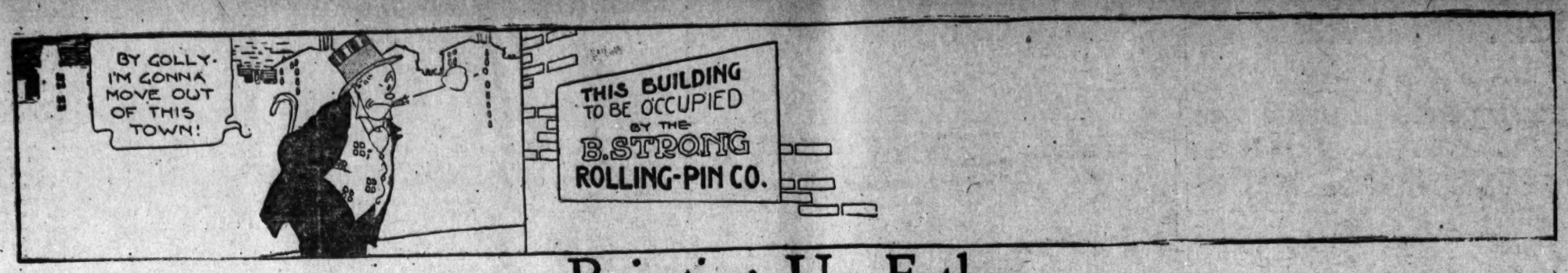
MARTIN'S APIOL & STEEL PILLS
A French Remedy for all Irregularities. Thousands of ladies keep a box of Martin's Pills in the house, as thereby the freedom of and regularity of the system a timely dose may be administered. Those who have been recommend them hence their enormous sale. To all Chemists and Stores, or post free 8/- from MARTIN Chemist, SOUTHAMPTON ENG.

Dr. John Goddard Optician
Retracting and Manufacturing
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M.D.
36 Nanking Road. Tel. 1928

The Chinese Benevolent Association
271-6 Boulevard des Deux Republiques
Benevolent Fund Ticket
First Prize $50,000.00
Issued under the authorisation of the Government of the Republic of China on the 8th July, 1918.
To be drawn among 30,000 successive numbers in full view of the public in Shanghai, China, on November 9, 1920.
One tenth of each ticket will be sold at $6.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.
Price for Whole Tickets: $6.00
Tickets may be obtained from all dealers.
All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.
The Chinese Benevolent Association

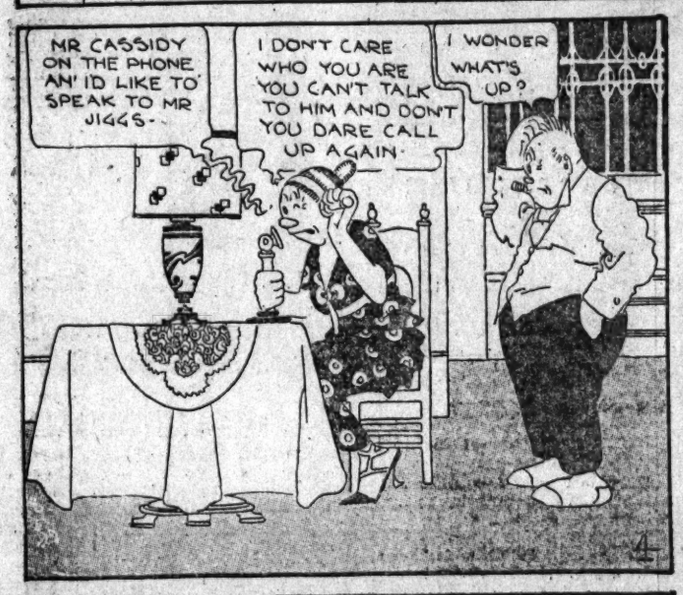
Westminster Tobacco Co. Ltd. London
GREEN JADE
Cigarettes
Imported from England
TRADE MARK

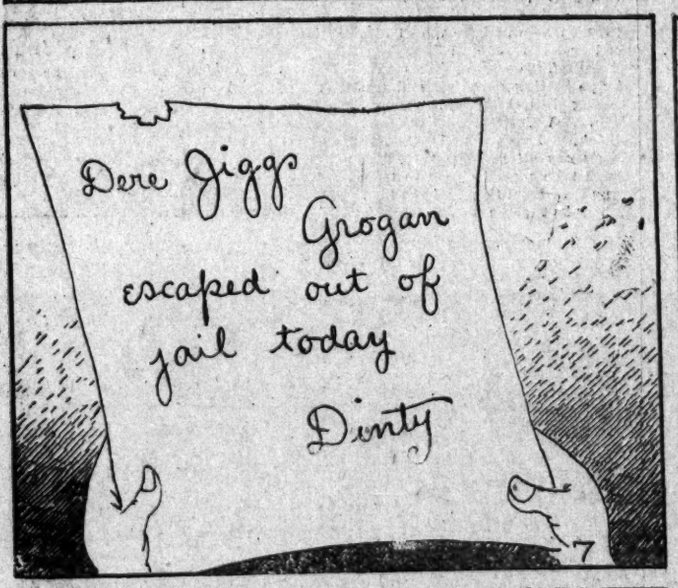
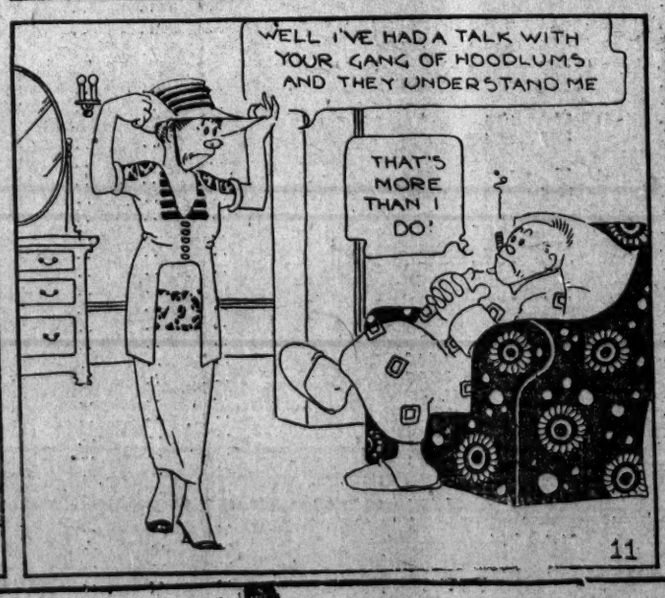
The same superlative quality as other well known brands manufactured by Westminster Tobacco Co. Ltd.
Also obtainable in packets of ten cigarettes...



Bringing Up Father

I'M GOING TO TELL YOU ONCE MORE - I DON'T WANT ANY OF YOUR LOAFER FRIENDS TO EVER CALL HERE - THAT'S ALL I'M GOING TO SAY.
I'M GLAD OF THAT.
3


MR CASSIDY ON THE PHONE AN' I'D LIKE TO SPEAK TO MR JIGGS-
I DON'T CARE WHO YOU ARE YOU CAN'T TALK TO HIM AND DON'T YOU DARE CALL UP AGAIN.
I WONDER WHAT'S UP?
4



I HAVE ALL YOUR CLOTHES LOCKED UP AND THE TELEPHONE DISCONNECTED AND I'M GOING OUT AND PUT A STOP TO YOU ROWDIES ANNOYING ME -
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